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DAVENPORT,

ROCK ISLAND,

AND MOLINE:

THEIR

INTERESTS

INDUSTRIES

INSTITUTIONS



✓
D29
.D2T55

Tillinghast, Benjamin Franklin, *d.* 1937.

Three cities: Davenport, Rock Island, and Moline. Their location, industrial enterprises, wholesale trade, transportation facilities, business opportunities, banks, schools, churches, and general interests and surroundings. Also a descriptive sketch of Rock Island armory and arsenal, with illustrations and maps. By B. F. Tillinghast ... Davenport, Ia., Egbert, Fidler & Chambers, printers, 1888.

38020 144 p. illus. (incl. maps) 23 $\frac{1}{2}$ cm.

1. Davenport, Ia. — Indus. 2. Rock Island, Ill. — Indus. 3. Moline, Ill. — Indus.

Library of Congress

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CITIZENS · NATIONAL · BANK,

DAVENPORT, IOWA.

CAPITAL	\$100,000.00	SURPLUS	\$100,000.00
UNDIVIDED PROFITS		\$30,000.00	

OFFICERS.

F. H. GRIGGS, President.	E. S. CARL, Cashier.
ROBT. KRAUSE, Vice-President.	ADOLPH PRIESTER, Assistant Cashier.

DIRECTORS.

T. W. McCLELLAND	NICHOLAS KUHNEN	F. H. GRIGGS
ROBERT KRAUSE	P. T. KOCH	DANIEL GOULD
OTTO ALBRECHT	D. N. RICHARDSON	H. H. ANDRESEN
JENS LORENZEN	W. C. WADSWORTH	

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FOREIGN EXCHANGE SOLD AT THE LOWEST RATES.
We issue Drafts on all the Principal Cities of Europe.

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DAVENPORT, IOWA.

Capital	\$300,000.00	Surplus	\$60,000.00
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H. LISCHER, President.	L. WAHLE, Vice-President.
H. H. ANDRESEN, Cashier.	JAS. F. BREDOW, Asst. Cashier.

DIRECTORS.

OTTO ALBRECHT	NICHOLAS KUHNEN	F. H. GRIGGS
H. H. ANDRESEN	H. LISCHER	H. TECHENTIN
D. GOULD	JENS LORENZEN	L. WAHLE

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Office open from 9 a. m. to 3 p. m., and on Saturdays to 8 p. m.

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— The First National Bank in Operation in the United States —

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Undivided Profits,	-	\$70,000.00.			



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DIRECTORS:

John P. Van Patten,	James Thompson.	S. F. Gilman,
Henry W. Kerker.	A. Burdick.	Aug. Steffen.
Christ. Mueller.	J. E. Stevenson.	Nathaniel French.
George W. Cable,		Geo. M. Schmidt.

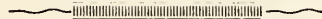
DAVENPORT · SAVINGS · BANK

DAVENPORT, IOWA.

OFFICE IN FIRST NATIONAL BANK BUILDING.



Cash Capital,	-	-	-	\$ 120,000.00.
Deposits, over	-	-	-	1,000,000.00.



OFFICERS:

A. BURDICK,	LOUIS HALLER,	J. B. MEYER,
President.	Vice-President.	Cashier.

DIRECTORS:

J. F. DOW.	L. HALLER.	A. BURDICK.
H. KOHRS.	A. STEFFEN.	JAMES THOMPSON.
WM. O. SCHMIDT.	F. T. BLUNK.	F. H. HANCOCK.

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☞ Money Loaned on Real Estate and Personal Security.

☞ Office open from 9:00 A. M. to 3:00 P. M., and on Saturdays to 8:00 P. M.

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Capital, \$200,000.

DAVENPORT, IOWA.



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S. F. SMITH,
VICE-PRESIDENT.

D. BAWDEN,
CASHIER.

DIRECTORS:

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WM. RENWICK, President Davenport Woolen Mills.
I. H. SEARS, of Sears & Sons, Pres't Scott County
Savings Bank.
URIAH RORABACK, of U. N. Roberts & Co.

GEO. H. FRENCH, Pres't Eagle Manufacturing Co.
S. F. SMITH, Retired Lawyer.
R. SICKELS, of Sickels, Preston & Co.
D. T. ROBINSON, Lumber, Roc Island.
E. S. BALLORD, of Ballord & Co., Druggists.

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DAVENPORT, IOWA.

Southeast Corner of Third and Brady Streets.

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HENRY F. PETERSEN, Vice-President.
J. H. HASS, Cashier.

DIRECTORS:

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T. J. O'Meara.
G. M. Schmidt.

H. F. Petersen.
A. P. Doe.
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J. T. BROWNING, Vice-Prest.

JOHN S. GILLMORE, Cashier.

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CHARTER EXTENDED, FEBRUARY 24, 1883.

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MOLINE, ILLINOIS.

Capital, - \$100,000.00. Surplus, - \$20,000.00.

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PORTER SKINNER, Vice-President.

C. F. HEMENWAY, Cashier.

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J. H. WILSON, Vice-President.

J. F. ROBINSON, Cashier.

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ROCK ISLAND, ILLINOIS.

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Undivided Profits, - \$54,000 00.

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Bankers

P. L. MITCHELL.
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88020 (See p 30)

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E. J. BABCOCK, Secretary.

G. P. McCLELLAND, Vice-Prest.
M. L. MARKS, Treasurer.

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FIRE INS. COMP'Y,

DAVENPORT, IOWA.

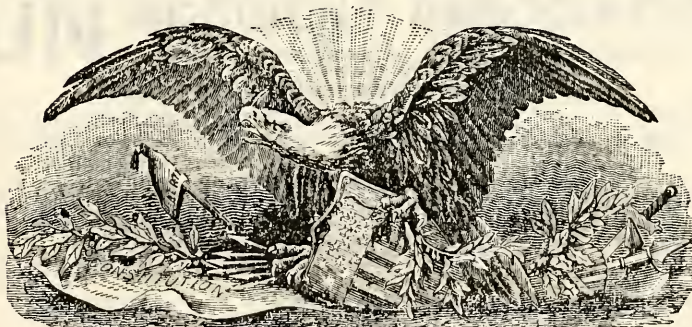
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It does not solicit business in the Gulf States or in Foreign Countries.

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If you contemplate insuring, **IT WILL PAY YOU TO INVESTIGATE.**

A copy of the Northwestern's "Challenge to all other Companies," and any desired information, cheerfully furnished on application.

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T. J. ROBINSON, President.

O. B. BLACKBURN, Secy. and Gen. Manager.
W. W. STAFFORD, Ass't Secretary.

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HOME OFFICE, MASONIC TEMPLE, ROCK ISLAND, ILL.

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\$1,000 in case of accidental death.

\$1,000 in case of loss of two hands, two feet, two eyes, or any two of these members

\$ 500 in case of loss of one hand, one foot, or one eye.

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FLEMING'S RAISIN-CURED PRUNES.

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Known in every part
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Holds just as good to-day as it did ten years ago, with this brand.

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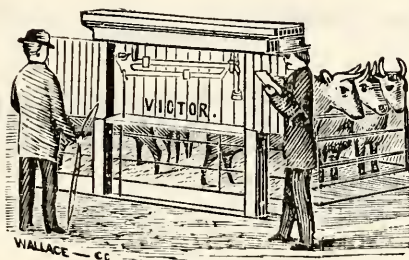
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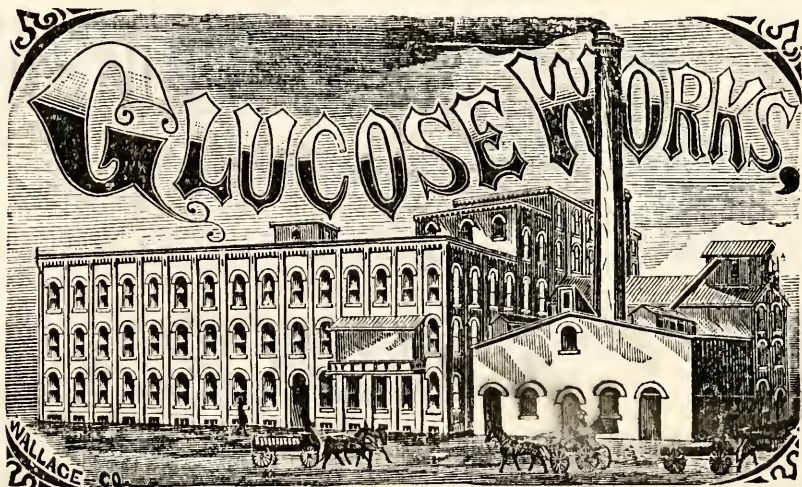
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Grape Sugar, Glucose and Table Syrups
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WARNOCK & RALSTON,

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Laundry and Toilet



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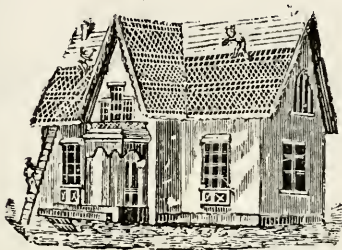
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AND
DEALER IN SLATE.

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DAVENPORT, IOWA.

 J. W. ROSS

 ARCHITECT

AND

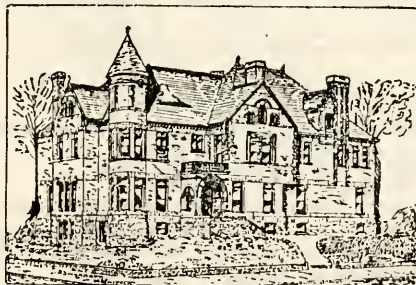
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* * ARCHITECT. * *



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 County Clerk's Office, Rock Island.
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 Kemper Hall, Davenport.
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 Residence of Prof. Sheldon, Davenport.
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Fred Heinz, No. 327.
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Citizens National Bank.
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SNIDER * & * MILES,

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LIVERY ^{AND} BOARDING STABLE.

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— C. H. BENTON. —

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LIVERY, SALE, AND FEED STABLES,

R. BENTON & SON,

Cor. Third and Rock Island Sts.

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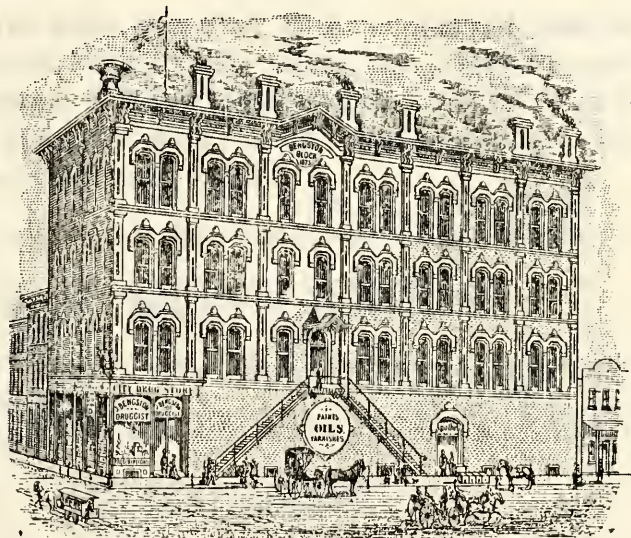
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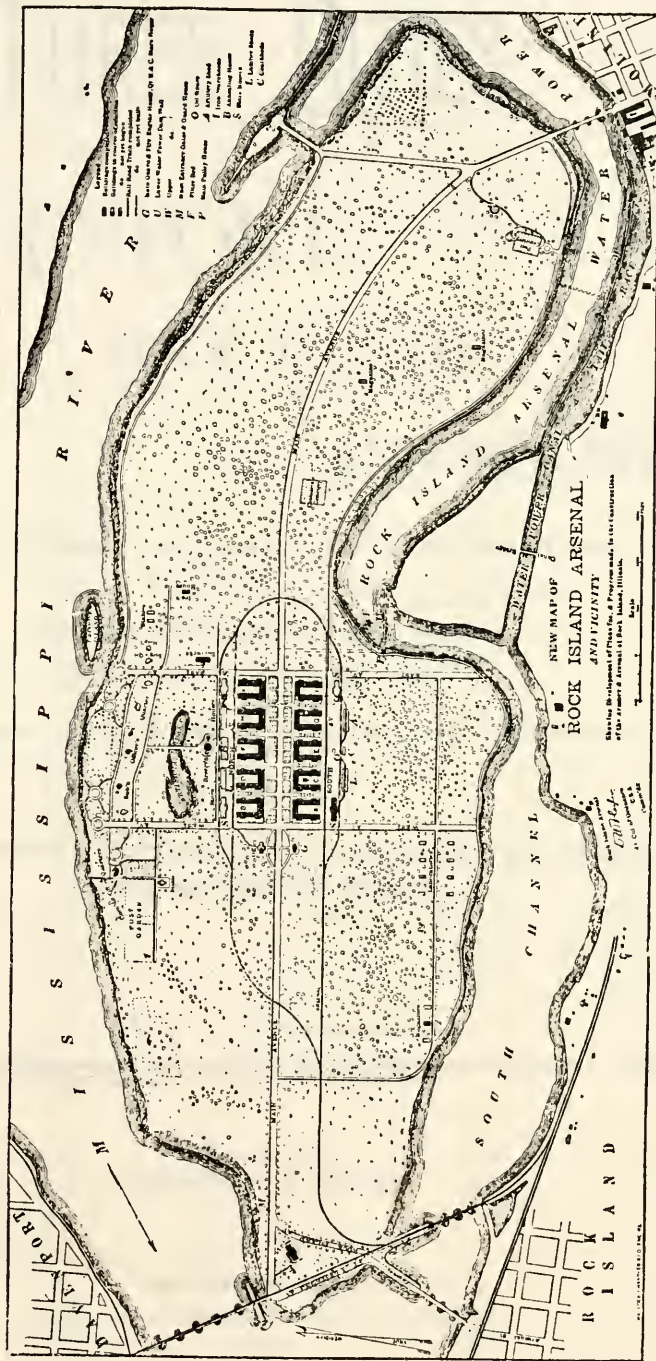
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MAP OF ROCK ISLAND ARSENAL.

THREE CITIES: DAVENPORT, ROCK ISLAND, AND MOLINE.

THEIR LOCATION, INDUSTRIAL ENTERPRISES, WHOLE-
SALE TRADE, TRANSPORTATION FACILITIES,
BUSINESS OPPORTUNITIES, BANKS,
SCHOOLS, CHURCHES, AND
GENERAL INTERESTS AND SURROUNDINGS.

ALSO A DESCRIPTIVE SKETCH OF ROCK ISLAND ARMORY AND ARSENAL,
WITH ILLUSTRATIONS AND MAPS.

BY B. F. TILLINGHAST.

The Valley of the Mississippi is, upon the whole, the most magnificent dwelling-place prepared by God for Man's abode.—DE TOCQUEVILLE'S DEMOCRACY IN AMERICA.

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1888.

BUSINESS FACTS.

THE THREE CITIES AS A MANUFACTURING AND COMMERCIAL CENTER.

Davenport, Rock Island, and Moline form the most populous, most important, and most prosperous manufacturing and commercial center between Lake Michigan on the east, the Missouri river on the west, the head of Mississippi river navigation on the north, and the mouth of the Illinois river on the south. The municipal limits of the three cities fall within a circle whose radius is about four miles, and the central geographical point of which is in longitude 13° and 37' west of Washington, and in latitude 41° and 30' north. With reference to well-known places the point already fixed is: By rail, 181 miles west of Chicago and 318 miles east of Omaha; by river it is 332 miles north of St. Louis and 397 miles south of St. Paul. The population of these cities is very close to 70,000, about equally distributed on either bank of the Father of Waters for a distance of eight miles. Nature intended this as a locality upon which she could bestow her richest gifts. She placed the most beautiful of the many islands which divide the waters of the great river here. Around this Island of Rock Island is the cluster of cities described in this book, and upon it is the National Armory and Arsenal of the Mississippi Valley, designed to be the largest on the continent. While affording the nation protection in time of danger, it furnishes the trio of cities and their visitors a park without an equal in the west.

RICH IN MATERIAL RESOURCES

The location is not only picturesque and attractive for its natural beauty and as a place of residence, but it is wonderfully rich in material resources, which as yet have been but imperfectly developed. Here is an unlimited water-power which the government partially utilizes in its wheels of nearly 4,000-horse-power, and which has made the city of Moline known as the Lowell of the West. In the diversity of resources may be found an abundance of cheap coal, and transportation facilities by river and rail which afford means for reaching iron-mines, north and south, and pine-forests in Wisconsin and Arkansas.

A YEAR'S MANUFACTURES.

But specific facts and figures are more stubborn things, and also more satisfactory than general statements, however well they may be vouched for. Let us deal with realities—with the business of Davenport, Rock Island, and Moline for the year just closed. Over 100 factories, of all kinds, have been in operation. They have invested as capital \$16,804,000.00; gave employment to 9,343 hands, who received in wages \$4,361,500.00. The actual business transacted, as shown by the volume of sales, was \$21,997,600.00.

THE WHOLESALE TRADE.

While the industrial interests take precedence in the extent of business done, the wholesale trades are a factor of immense importance. They number more than forty. The capital invested is \$3,650,000.00. The wholesale houses employed 817 hands, and did a business of \$11,226,000.00. These factories and wholesale houses keep an army of 350 commercial travelers on the road. The retail business and general trade are in keeping with the manufacturing and wholesaling.

SOME LEADING INDUSTRIES.

To be more definite. The one industry of largest proportions is that of lumber-making. The eight saw-mills, during the last season, cut 191,500,000 feet of lumber;

40,500,000 lath, and 35,250,000 shingles. Upon their pay-rolls are the names of 1,756 men, and their salesbooks show \$4,575,000.00 as the business of twelve months. The second most important industry is plow-making. The five factories employ 1,550 men; their sales reach \$3,000,000.00, and in the twelve months of 1887 they made more than 400,000 implements. The various cigar factories have given employment to over 700 hands, and made more than 16,000,000 cigars. Flour-making, pork-packing, the manufacture of wagons, glucose, pumps, paints, crackers, candy, stoves, glass, beer, soap, saws, scales, paper, malleable iron, organs, steam boilers and engines, furniture, clothing, vinegar, threshing-machines, brick, and pottery, are some of the other industries which help to make the totals given.

THE MEASURE OF BUSINESS.

The banks measure business accurately. Their figures are accessible. The eight national banks and one private banking-house sold exchange during the year 1887 amounting to \$45,610,000.00. Their paid up capital is \$950,000.00. Their resources at the time of their December statements were \$4,519,820.80. The savings banks show the thrift and condition of the working classes. There are four of these institutions, with an aggregate capital of \$190,000.00, and undivided profits of \$239,197.00. They have deposits of \$4,780,933.00, and the number of their depositors is 10,753 — an individual average of \$444.61. What western city can make a proportionate showing?

POST-OFFICE GAINS.

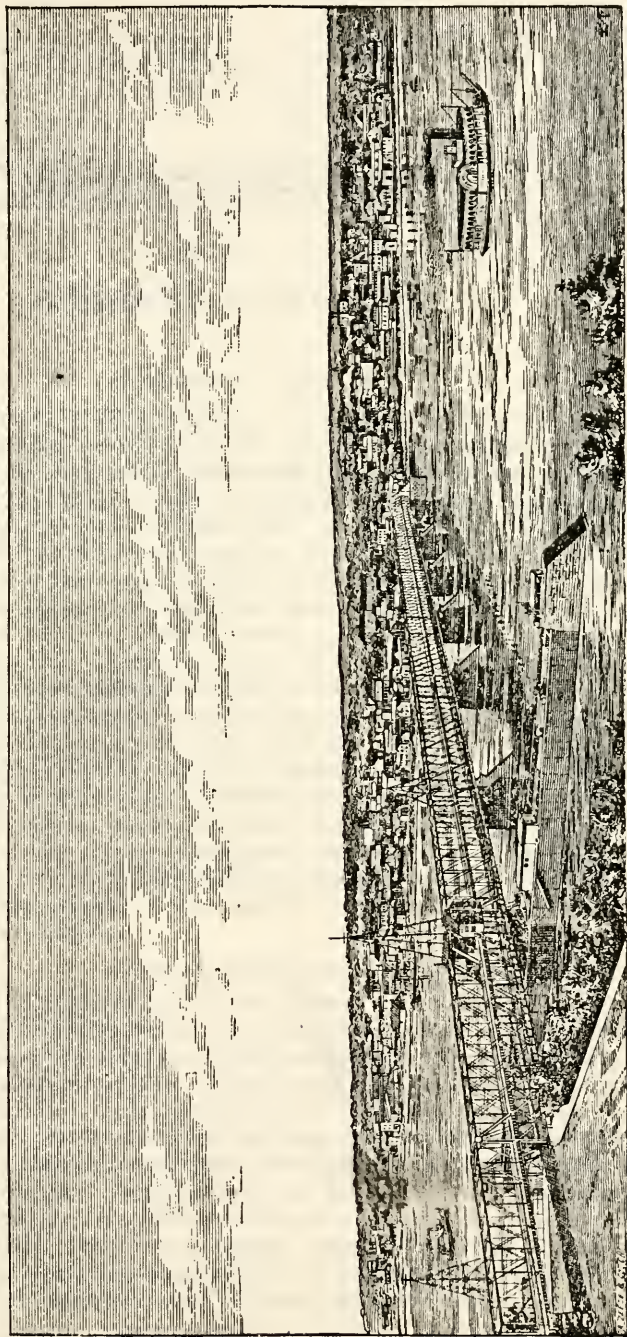
The statistics of the post-offices in the three cities for the year 1887 show an increase of twenty-five per cent in the gross receipts over 1886. These amount to \$80,726.50. The number of money-orders issued is over 14,000, representing \$129,501.60; the number of postal-notes issued was more than 9,000, amounting to \$16,025.84. The number of money-orders paid is 26,000, and the amount \$381,189.30; the number of postal-notes paid was more than 14,600, aggregating \$32,316.64.

A YEAR'S INCREASE.

Carefully compiled statistics of 1887 show an increase in the business of the various trades and industries of from fifteen to twenty-five per cent over any former year. And this is confirmed by bank figures, proving the last twelve months to have been the most prosperous equal period ever known. In the way of building improvements and new factories established, the increase has been far greater. New business blocks, public buildings, and private residences represent a cost of fully \$2,000,000.00. The ten brick-yards have burned 12,000,000 brick, and this home product has been supplemented by purchases elsewhere to meet the demand. The transportation companies — railroads and steamboats — have been paid in excess of \$3,000,000.00 for freight moved to and from Davenport, Rock Island, and Moline during the year. While this sum is enormous, the shippers of this locality have advantages in rates, in competitive lines, and in nearness to markets unexcelled by any other commercial center.

A FAVORED LOCALITY.

It is the design of the author and the artist in the succeeding pages to describe and picture in detail the causes and institutions which contribute to the aggregates above given; to state facts which will bear examination. The success of the manufacturing and commercial houses here; the thrift of the general public; the steady growth of the three cities; the enduring foundations which have been laid; the opportunities for business and investment; the central location, and the diversified advantages, all unite to make the three cities a locality which capitalists, manufacturers, builders, and those seeking homes cannot afford to overlook.



BIRD'S-EYE VIEW OF THE CITY OF DAVENPORT.

DAVENPORT.

GENERAL FEATURES.



A RECORD OF FACTS.

THIS BOOK is not a romance. It is not intended for a work of the imagination of any kind. It is simply a plain statement of facts that ask for a careful examination at the hands of men of business who are willing to make investigation. This locality claims to have advantages second to those offered by no western city, and to have profited by them to a marked and flattering degree, though as yet the resources have been developed but to a comparatively small extent.

In their further development it is confidently believed that by helping new industries and commercial houses to establish themselves here, those already established will be helping themselves. Unlike some western cities which have had a remarkable paper growth, and are now suffering from high-pressure inflation which must sooner or later end in a disastrous collapse, Davenport has not been made delirious by the boom fever. It has discouraged rather than aided any movement in that direction. It has, however, enjoyed a steady, stable, and satisfactory growth. During the year 1887 its trade was, on the average, twenty-five per cent larger than during any former year, and its building improvements more than one hundred per cent greater and more diversified than for any twelve months since the War of the Rebellion. It is the object of this work to show where and how the advance has been made, and to prove that the prosperity of the year just closed is only the beginning of a new era of wonderful expansion.

A WORD FOR THE PAST.

The picture to be presented is one of the present, and yet Davenport, as it is, cannot be understood correctly without some acquaintance with its half-century of history. At the close of the Black Hawk War, in 1832, there were no settlements on the Iowa side of the Mississippi River. The purchase from the Indians of the territory where Davenport now stands, in common with all the river counties, was made September 15th, 1832, the treaty having been signed on the one side by General Scott. In 1833 there were one or two claims made upon the lands now occupied by the lower part of the city. Davenport was laid out in 1835 by Colonel George Davenport and Antoine Le Claire, and some fifty lots were sold at that time for from \$300.00 to \$600.00 each. These two enterprising pioneers built the first public house in 1836, and in honor of the new town, named it the Davenport Hotel. The building is still to be seen at the northwest corner of Front and Ripley streets. During this year Antoine Le Claire was appointed the first postmaster, but in a short time the

duties became burdensome, and he turned the business over to D. C. Eldridge, who, after using his hut for the purpose for two years, built a brick post-office, 10 by 12 feet in size, where the Masonic Temple now stands. James Mackintosh opened the first store, in October. The following year, 1837, was an eventful one. It witnessed the first religious service; the opening of the first law office; the birth of the first boy, L. S. Cotton, and the first girl, Sarah Eldridge; the first flat-boat ferry; the first ball; the first duel, and the first marriage. It was twenty-one years earlier that the first troops arrived — May 10th, 1816 — on the Island of Rock Island, and began the construction of Fort Armstrong. In 1838 the tide of emigration began to flow into the new territory from the older states, and each succeeding year it has continued to grow larger without interruption.

ADVANTAGES OF LOCATION.

Davenport was selected as the site of a great city by the pioneer prospectors, because it exceeded in natural beauty and picturesque surroundings any other locality on the Mississippi river. Approaching the city by rail from the east, or from the north or south by boat, the observer has his attention fixed upon the waving bluffs which follow the river east and west. Between the line of these and the river is a triangular-shaped plateau, narrowing at the eastern limits of the city, and large enough to accommodate a population of 150,000. Handsome homes dot the bluffs, while much of the residence part of the city lies beyond, or to the north. River views, as building sites, have been largely occupied, the scope of country brought within the range of the eye furnishing variety of scenery unequalled. The drainage is naturally good, street rising above street like terraces.

AS A PLACE OF RESIDENCE.

No city in the Mississippi Valley, or in that of the Missouri, offers more or better inducements as a place of residence. Its sanitary conditions are unsurpassed, the statistics of the Board of Health showing that Davenport ranks high, not only among the cities of the United States, but of the world. Epidemic diseases have rarely made their appearance, and the light forms have been shown by the remarkably low death rate. The cost of living, as shown by the average prices of commodities, is less than most western cities, for the reason that many of the staples are home grown. The supply of pure water is never-failing, as shown in a separate chapter. The educational system comprehends public schools, seminaries, and colleges; and the various religious denominations are represented by large churches and noble cathedrals. The judicious management of municipal affairs places the city's credit high in financial centers.

REAL ESTATE.

The opportunities for safe investment by men of means, and by those who wish to build for their own accommodation, are pre-eminently good. Desirable building sites may be selected in some of the best parts of the city, and they may be secured at prices that will guarantee the holder a large interest and certain profit. The advance in values during the year 1887 has been steady, and the volume of real estate transactions has been larger than during any former equal period. The unusual extent of building operations during the last twelve months, and the contracts already placed for 1888, have had their natural effect in stimulating prices. Good property is not waiting for purchasers, because the advance of realty prices is based on legitimate causes. Within the eight months ended December 31st, inside city property has increased in value in some districts more than fifty per cent over one year ago. This gain has been brought about largely by residents, who have thus shown their confidence in the future of their city. Several additions have been made to the city. One of them affords a striking illustration of the force of the statements already made. Park Lawn Addition, in the west end, was laid out September 1st, and a public sale was held thirty-four days later. Of the 206 lots, 160 were sold for \$35,000.00, cash being paid for more than three-fourths of the property.

NEW RAILROAD AND BRIDGE FRANCHISES.

A special tax of \$125,000.00 has been voted in aid of the Davenport, Iowa, & Dakota Railroad. The conditions have been complied with, and during the three last months of 1887 ten miles of road was graded, bridged, and tied. During the present year the track will be laid to Anamosa, a distance of about forty miles. Beyond that point the road is graded to Independence, some seventy miles. This new road, which is shown on the railroad map on the last page of the cover, will open a new territory for trade, and add valuable railroad connections. The franchise includes three blocks on the levee for depot, side-tracks, and other purposes. The forty-ninth congress granted the Davenport & Rock Island Bridge Company a franchise for a second bridge across the Mississippi river between Davenport and Rock Island. There are good reasons for believing that the completion of this proposed bridge is a certainty of the near future. The same congress granted the Davenport & Rock Island Horse-car Company the right to use the government bridges between the two cities for street-car purposes, thus connecting the systems in the three cities.

STAGES OF WATER.

The Mississippi river is one of changes, these depending upon the rainfall, and particularly upon the snowfall in Wisconsin and Minnesota. The highest mark reached was on June 26th, 1880, when the gauge used, on the draw-pier of the government bridge, recorded 18.4 feet above low-water mark; and the lowest—zero mark—December 14th and 15th, 1878. The average stage of high water for thirty years has been 13.17 feet; in no instance has it proved destructive to any large amount of property, owing to the fortunate location of the city. During the season of navigation the river rarely falls to a stage so low as to seriously interfere with the running of steamboats and rafts.

With the general facts already given in mind, the reader is invited to a more careful study of the material interests and the more prominent institutions of Davenport, the commercial metropolis of Iowa.

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THE WATER-WORKS.

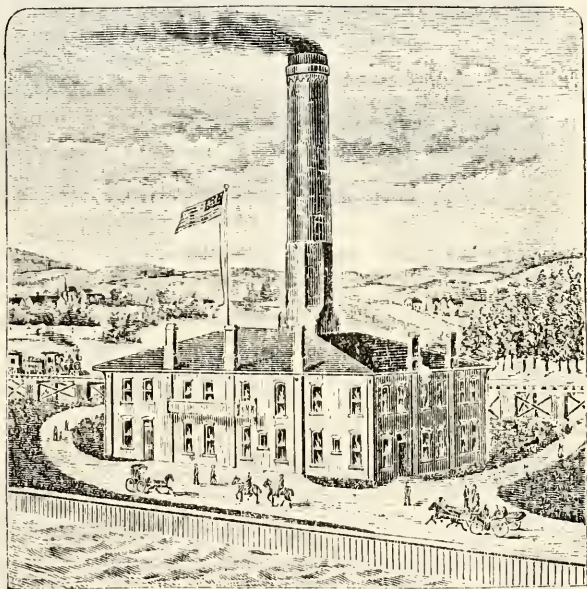
THE SYSTEM DESCRIBED.

Without any exception Davenport has the most complete system of water-works, both for fire protection and sanitary purposes, of any city in the west. It is not secondary to the manufacturing interests, for without it they would not feel the security which experience has proved admits of no doubt. The system comprehends a magnificent plant, in which nearly \$1,000,000.00 has been invested, and the best known engineering skill used. No one point carries greater weight to the manufacturer or business man seeking a new location than this of fire protection, while those who enjoy it estimate the advantage as practically beyond value. The Davenport Water Company is a private corporation, which was organized through the efforts of the late ex-Mayor Michael Donahue and his brother, the late Colonel Peter Donahue, of San Francisco. The works comprise two pumping-stations and a reservoir; about twenty-eight miles of water mains from 4 to 16 inches in diameter. There are 256 public and nine private fire hydrants, and about 1,400 water consumers.

The pumping capacity of Station No. 1 is 11,000,000 gallons in twenty-four hours. This station comprises the original works, and is situated on the Mississippi river, about a mile above the government bridge. The pump-house is a large two-story building, 68 by 93 feet, including the boiler-room. There are two sets of pumping-engines in this station. Pumping-engine No. 1 is a condensing set of duplex engines of 5,000,000 gallons capacity per twenty-four hours, built by the Clapp & Jones Manufacturing Company. Pumping-engine No. 2, which has been completed within the last few months, is a high-duty Worthington compound condensing du-

plex engine of the very latest design, and capable of delivering 6,000,000 gallons of water in twenty-four hours against a head of 345 feet. There has also been placed in this station within the last year a new triple set of steel boilers of the most improved pattern. At this station the smoke stack is 133 feet high, and one of the largest in the west. There is also one of the largest steam-gongs ever built.

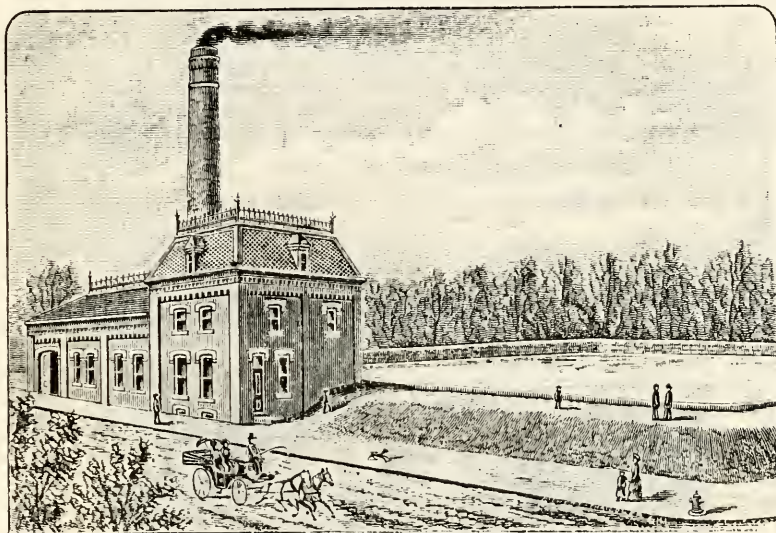
The pumping capacity of Station No. 2 is 5,000,000 gallons in twenty-four hours. The bluff or high service, or all that portion lying above Sixth street, is supplied by reservoir water delivered by the pumps at this station, which are located at the reservoir. These engines are vertical—of the duplex compound condensing type. In precisely thirty seconds the pumps of Station No. 2, which are continually running for the high-service, can be changed so as to pump into the gravity-service, and pump down hill in case the reservoir pressure is not sufficient for fire purposes. Then, too, there is another resource in case of fire; and that is Pumping-Station No. 1, which can be set in motion and give all the additional pressure necessary. This means that the piping system is so designed that the pumps at Station No. 1 and Station No. 2 can pump at the same time, at their respective ends of the distribution mains, thereby insuring increased pressure—an almost unlimited supply of water and pressure in time of fire.



PUMPING-STATION NO. 1.

The reservoir, shown in the next illustration, has a capacity of 5,000,000 gallons. The gravity supply is used to furnish that part of the city below Sixth street during the night and when the pumps at the station are not in operation. This reservoir was built in 1883, and cost \$100,000.00. The reservoir has an elevation of 115 feet, and gives a natural pressure of sixty pounds to the square inch. The purity of the water furnished for domestic and sanitary uses is quite as important as its almost limitless supply for fire purposes. The water taken from the river has been repeatedly analyzed, and has been proven to be purer, by a great weight of evidence, than water drawn from any well or cistern in the vicinity. The purity is assured, not only from the fact that no town of any size is drained within forty miles, but also from the manner in which the water is taken from the river. The company tunnelled under the bed of the river until the channel was reached, where the water runs over solid rock for several miles, with a current never less than six miles an hour. The pure, cool water is delivered through this long tunnel into a large well

15 feet in diameter and 30 feet deep, and the water is, to a certain extent, filtered in this well before it supplies Pumping Station No. 1. The rates to consumers are exceedingly reasonable — much below those charged for poorer service in other cities.



PUMPING-STATION NO. 2.

The water-works are managed by the following officers: Nicholas Kulmen, President; James P. Donahue, Vice-President and Secretary; Thomas N. Hooper, Chief Engineer and Inspector. These officers, with Colonel James M. Donahue, of San Francisco, Hon. J. H. Murphy and F. H. Griggs, of Davenport, constitute the Board of Directors.

INDUSTRIAL INTERESTS.

MANUFACTURING ADVANTAGES.

It does not require argument to prove that Davenport offers great inducements to all kinds of industrial interests. More than fifty flourishing factories and shops furnish the positive and indisputable evidence. There is a vast market in this region and further west for manufactured goods. Most of the materials required for manufacturers are within easy reach. The facilities for transportation include the four leading trunk lines of the west, with their many divisions and connections, as shown by the map on the cover of this book. They also include the Mississippi river with its competing lines of steamboats and barges. The year 1888 finds Davenport in the enjoyment of better railroad rates than ever before, and more and better means of distributing its products. New territory in the southwest and northwest has been opened, and the 200 traveling representatives have occupied it in the interest of their houses. The region for a thousand miles west of the Mississippi river is perhaps a country of richer soil than is to be found elsewhere in the world. Illinois ranks third and Iowa fourth of the coal-producing states. Within a radius of fifteen miles of Davenport the annual coal product is over 500,000 tons, and the price is therefore correspondingly cheap. The iron of Lake Superior and Missouri, together with that of Tennessee and Pennsylvania, furnishes the raw material at a cost for

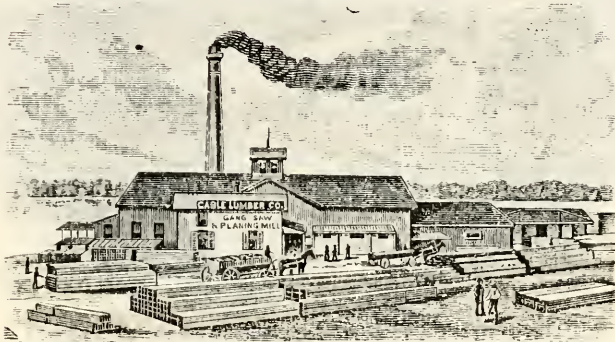
transportation comparatively small. The pineries of the north furnish an abundance of soft wood. Of this the river floats to and by this locality each summer more than one thousand million feet. The great hard-wood forests of the southern states supply all the material necessary to enter into the construction of farm machinery.

FACTS IN FIGURES.

A carefully-taken census of the manufacturing interest of Davenport for 1887 shows that the capital invested is \$4,869,000.00; the number of hands employed 3,575; the amount paid for wages \$1,502,500.00, and the aggregate business \$9,877,600.00. Some of the industries which make up these figures will now be noticed.

THE LUMBER WORKS.

The leading industry is lumber sawing. During the past season there were in



THE CABLE MILL.

operation four saw-mills, those of Lindsay & Phelps, the Cable Lumber Company, Christ. Mueller, and the Davenport Lumber Company. These mills gave employment to 501 hands, who received in wages over \$210,000.00; they have a capital invested of \$625,000.00; and the total business was \$1,325,000.00. These mills cut 76,000,000 feet

of lumber; 15,000,000 lath, and 15,000,000 shingles.

FLOUR MILLS.

There are three large flouring mills—the Phoenix, Crescent, and Farmers. Their business for the year reaches \$2,000,000.00, and about 100 men are engaged. They have a capacity for making 1,100 barrels of flour daily.

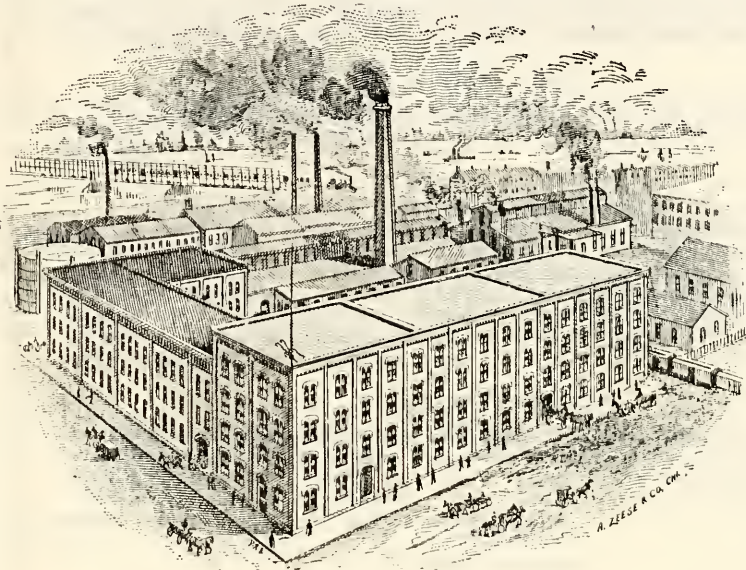
GLUCOSE MANUFACTURING COMPANY.

This is the largest establishment of its kind in the west, and in many respects it is unequalled in the country. It regularly employs 100 hands, and its business amounts to three-quarters of a million dollars annually. It manufactures glucose and many kinds of syrups, whose purity has been demonstrated by repeated tests. These articles are of world-wide use, and the limits of the United States mark the territory from which orders come and to which goods are forwarded by this house. Estimated by weight, the product of these works is represented by 35,000,000 pounds. This enterprise was the first of the kind projected in the west, but the wisdom of the undertaking has never been questioned. It has vastly benefited Davenport and the tributary country, as it furnishes a market for nearly 3,500 bushels of corn daily, or more than a million bushels yearly. Farmers, after disposing of their corn, find in the starch-feed a very desirable article for their stock. It is not unusual for two hundred teams to be loaded in a day with this feed. During the year just closed improvements have been added to the amount of \$40,000.00, including an elevator, boiler-house, and general extensions of the plant.

AGRICULTURAL IMPLEMENTS.

There are four important factories devoted to agricultural machinery and implements. The leader of these is the Eagle Manufacturing Company, which gives employment to 125 hands regularly, and whose business looks down on \$300,000.00. While having its specialties in the Golden Eagle Cultivators, it manufactures a full line of plows, listers, cultivators, sulky rakes, stalk-cutters, harrows, cotton-planters,

and other implements. The Globe Plow Works is a younger institution, but one whose business is bound to grow. The threshing-machine works of John S. Davis'



EAGLE MANUFACTURING COMPANY'S SHOPS.

Sons is one of the largest manufacturing houses of its kind in the west, and in addition to the "Davenport Oscillator," makes traction and portable engines. Fifty men are employed.

CRACKERS.

There are two cracker factories, the Roddewig-Schmidt Cracker Company and the Eagle Steam Bakery; the former being the more important and the older. Their line of goods is complete. They give employment to sixty hands, and do a yearly business of over \$200,000.00.

CIGARS AND TOBACCO.

Davenport has sixteen cigar and tobacco factories. The leader of these, and the most extensive in Iowa, is that of Nicholas Kuhn.



NICHOLAS KUHNEN.

cigars made in this city in 1887 is 14,104,618, and employment has been given to nearly 600 persons.

The leader of these, and the most extensive in Iowa, is that of Nicholas Kuhn. His army of 300 employes does not fairly represent the work done, for the reason that lately-invented machinery is called into play on a large scale. Mr. Kuhn's business is on the rising side of a quarter of a million dollars, and his famous brands of cigars are known from the Mississippi river to the Pacific and far eastward. Otto Albrecht & Co. hold second position, working thirty-six hands, and doing a business of \$60,000. Some of the other factories are extensive. The number of

WOOLEN MILLS.

There is no better illustration of what new industries may do than what has been accomplished by the Davenport Woolen Mill. It employs 100 hands, and does an annual business of over \$125,000.00, finding a western market for its goods.

VINEGAR WORKS.

The Amazon Vinegar Works have a pay-roll of more than forty names, and do a business of more than \$150,000.00; manufacturing over 15,000 barrels of vinegar annually.

BOXES, CHURNS, BARRELS, ETC.

Under this heading there are five important enterprises: The Davenport Cigar-Box Company, which turns out 500,000 boxes a year; the Moeller & Aschermann Manufacturing Company, which makes and handles all kinds of cigar manufacturers' supplies; H. F. Brammer & Co., who add churns, boxes, and shipping cases to washing machines; Henry Bremer & Son, who turn out 50,000 barrels annually; and the Coopers' Union, which does even a larger business. These industries have a capital invested of \$250,000.00; employ more than 200 hands; pay out \$80,000.00 in wages, and do a business of \$350,000.00 a year.

FURNITURE, STAIRS, ETC.

Under this head are Knostman, Peterson & Co., who manufacture all kinds of household furniture; M. Bunker, who makes a specialty of stair-building supplies, decorative wood-work, grates, etc.; A. J. Smith & Son, Knostman & Son, and Charles Hill, who have specialties. They furnish employment to upwards of 130 hands, and do a business of more than \$300,000.00.

BRICK-MAKING.

The owners of brick-yards enjoyed their busiest season in 1887. They began with nearly 2,000,000 brick on hand from the previous year. These were quickly used, and something of a brick-famine followed, owing to the unprecedented extent of building operations. The five yards of John Ruch, B. Ruch, Joseph Otten, B. H. Pohlman, and G. H. Delfs manufactured over 6,000,000, leaving the surrounding towns of Rock Island, Muscatine, and other places to meet the wants of builders.

PUMPS, LADDERS.



RED JACKET PUMP COMPANY.

The Red Jacket Pump Company is a vigorous manufacturing house, pushing to the front its special make of adjustable force pumps and general line of wood pumps. The Davenport Ladder Company is the only exclusive ladder house in the west, and it manufactures all kinds of firemen's, farmers', trestle, step, and extension ladders.

PORK-PACKING.

There are four extensive packing-houses—those of John L. Zæckler, Henry Kohrs, John Ruch, and Ranzow & Haller. During the past packing season they slaughtered 26,280 hogs; gave work to 100 hands, and did a business of more than \$350,000.00.

MALT-HOUSES.

Four houses represent the malt-making business — W. H. Decker, John George, John Noth, and Henry Frahm. They do a business of \$200,000.00 a year.

BOTTLING WORKS.

Two bottling establishments — H. J. Witt and Collins & Baker — do a business of nearly \$100,000.00, and employ thirty-two hands.

CANDY FACTORIES.

The three manufacturing confectioners are Reimers & Fernald, H. A. Pearne, and B. F. Taylor. They give employment to fifty hands, and do a business of \$175,000.00.

CARRIAGES AND WAGONS.

There are twelve carriage and wagon shops and factories, the largest of which are those of J. L. Masor, Young & Harford, and A. C. Duve & Co. This industry employs over 200 hands, and does a business of about \$300,000.00.

THE TANK LINE.

The Consolidated Tank Line Company has an investment in its Davenport plant of \$25,000.00, and this being a principal distributing point, over 60,000 barrels of oil are handled. The aggregate of the year's business will reach \$450,000.00. The company has made in its own shops 20,000 barrels, besides being a large purchaser.

PAINTS.

The Dettloff & Stearns Paint Works, having a branch house at St. Paul, employ thirty-five hands, and do a business reaching up to \$175,000.00.

CLOTHING.

Robert Krause is an extensive manufacturer of pantaloons, overalls, and shirts, employing about fifty hands in this department of his establishment.

PLANING MILLS, ETC.

T. W. McClelland & Co., J. H. Whitaker, and U. N. Roberts & Co. represent the planing, sash, blind, door, and glass interest, with a force of over 150 men, and an annual business of about \$400,000.00.



U. N. ROBERTS & CO.'S BLOCK.

GENERAL MANUFACTURING.

The design is not to give wearisome details of Davenport's manufacturing houses, but to show their number and variety; and these include, beyond what has already been noted, some of the industries being extensive ones, the following: The paper-bag works of Smith & Hughes; the machine shops of Ebi & Neuman, P. D. Quirk, and Einfeldt & Barnholt; the Novelty Manufacturing Company, forty hands; J. W. Wirtel, trunk-maker; Charles G. Hipwell, roofing; the Davenport Pottery Company; M. G. Lee & Son's broom-works; the American Fire Hose Manufacturing Company; the blank-book and printing-house of Egbert, Fidler, & Chambers; the boiler shop of Grupe & Murray; G. H. Young, awnings and tents; the Northwest Davenport Machine Shop; the horse-collar works of I. H. Sears & Sons; the soap works of Matthes Bros.; the Arc-Scale Company; E. W. Brady, window shades; Hadsell & Co., paper boxes; William Sternberg, iron castings; C. Cruys, shirts; Boudinot & Sons and Charles Stoltz, rope-walk; the Davenport Shoe Works; A. Schreiber, files; C. L. Burleigh, hair goods; Mossman & Vollmer, rubber stamps, and numerous small factories, which swell the aggregate of Davenport's manufacturing to the figures given.

NEW INDUSTRIES AND ENTERPRISES.

NOTABLE ADDITIONS.

In the preceding chapter on "Industrial Interests" notice has not been taken of the very important enterprises which have been built or begun business during the year, nor is this chapter intended to cover the business blocks, public structures, and hundreds of private residences, the building of which has made the past year a ceaselessly busy one.

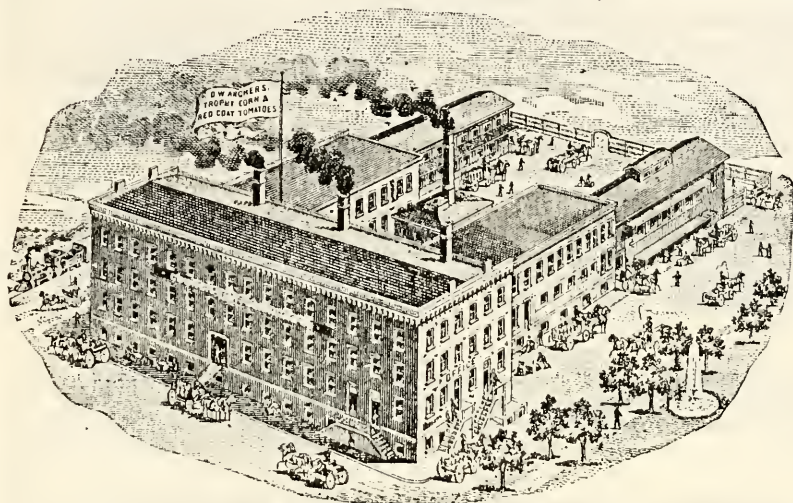
C., R. I. & P. R. R. SHOPS.

The Chicago, Rock Island & Pacific Railway Company expressed the purpose of erecting new and capacious shops for the building of cars and general work. The principal cities along its line were quick to make liberal propositions in the hope of securing the location; but the business men of Davenport made cash subscriptions to the amount of \$12,000.00, bought a desirable site of several acres, and presented a deed to the company. Operations were at once begun by the company, and the largest railroad shops in Iowa at once resulted. The dimensions are as follows, all the buildings being of brick, and of the most substantial character: The car shop proper is 162 by 101 feet; a part of it, 53 by 104, being two-story, with slate roof, the one-story portion having a tin roof. The engine-house is 42 by 50 feet, with a smoke-stack 75 feet high, the base being 9 by 9 feet, resting on bed-rock, concrete, and railroad iron. The machine shop is 181 by 100 feet, of which 50 feet in width is devoted to a blacksmith shop (50 by 100 feet). The machine shop proper is 130 by 100 feet; it has a slate roof on iron supports. The paint shop is 130 by 175 feet. The boiler-house is of brick and stone, 32 by 22 feet. These shops are supplied throughout with boilers, shafting, machinery, tools, and every necessity for turning out ten cars daily. The cost of this improvement is \$130,000.00.

DAVENPORT CANNING COMPANY.

This is the largest canning factory in Iowa, if not in the west; and its location here was secured, like the car shops, by the public spirit of the citizens over competing points. The dimensions of the works shown in the accompanying illustration are as follows: The main building is three stories, 48 by 120 feet, with basement. It has two two-story wings, each 32 by 150 feet. The boiling or process room is 50 by 50 feet, one story and basement. The boiler-house is one story, 41 by 50 feet. All

the buildings are of brick. The buildings and their equipments cost \$35,000.00, and the capital invested in the business is \$60,000.00. During the busy season—June, July, August, September, and part of October—employment was given to 300 hands,



DAVENPORT CANNING WORKS.

and business transacted amounting to \$100,000.00. The season was but a partial one, and yet the pack was 600,000 cans of tomatoes and 600,000 of corn. With an abundant yield, the pack of 1888 will be more than 1,000,000 cans of the vegetables named, beside the fruits of the locality.

DAVENPORT FOUNDRY AND MACHINE COMPANY.

This new company completed its buildings and was ready for business in December. The capital stock is \$50,000.00, and the beginning was made with thirty hands. Automatic steam-engines will be made a specialty, while all kinds of foundry and machine work will be attended to. The machine shop is 140 by 42 feet; the foundry is 80 by 42; the pattern shop, 42 by 35, and the blacksmith shop 42 by 35. A fifty-horse-power automatic engine of the company's own make drives the machinery. These buildings cost \$20,000.00.

BETTENDORF METAL WHEEL COMPANY.

This enterprise, which begins 1888 with remarkably fine prospects, has a future of certain development. The capital invested in the plant is \$50,000.00, and fifty hands will find employment. New buildings, specially adapted to the purposes of the company, have been erected. The main shop is 200 by 52 feet, with two wings 75 by 40 feet each. The cost of this improvement is \$25,000.00. The Bettendorf metal wheel is an invention which has proved a boon for makers of agricultural implements, baby carriages, wheel-barrows, etc.

WASHBURN-HALLIGAN COFFEE COMPANY.

This industry is devoted to the preparation of coffee and pure spices for the wholesale trade. Though started but a few months, its business has become established. Over \$20,000.00 has been invested in the business, and ten hands are employed.

OTHER NEW ENTERPRISES.

Among these are the Novelty Bustle Factory, the Quilt Factory, and the Astronomical Clock Works.

THE WHOLESALE TRADE.

WHAT THE FIGURES SAY.

The advantages of Davenport as a wholesale and jobbing center are shown by the fact that there are twenty-two houses of this kind, with a capital invested of over \$4,000,000.00, and whose sales for the last twelve months have been considerably over \$10,000,000.00. The trade territory is reached not only by the Mississippi river and its tributaries, which act as regulators of the railroad tariffs, but by a system of railroads which penetrate nearly every county of Iowa and Illinois, and the more thickly settled parts of Missouri, Kansas, Minnesota, and Nebraska. The amount of business done is one important element of success, and demonstrates that Chicago, St. Louis, St. Paul, and Kansas City find competition here which they cannot overcome. A new advantage is found in the pro rata tariffs from the cities of the seaboard to the Mississippi river which the trunk lines have made during the last few months, and which have materially settled in its favor the claims put forth by this commercial center. Embraced within the territory reached by the jobbing trade is a country of matchless fertility, and one whose population must multiply several times in the near future. It is the granary of the world.

GROCERIES AND PROVISIONS.

There are four exclusively wholesale grocery houses—Beiderbecke & Miller, Van Patten & Marks, Erdix T. Smith & Bro., and Martin, Woods & Co.—whose annual business reaches \$2,500,000.00. Besides these there are several large grocery stores which do a wholesale business in specialties.

DRY GOODS.

The three leading wholesale dry goods firms are W. C. Wadsworth & Co., J. H. C. Petersen & Sons, and A. Steffen. Their business aggregates upwards of \$2,000,000.00 yearly, and covers a wide territory.

HARDWARE, IRON, ETC.

The wholesalers of hardware, iron, wagon stock, and paints are Sickels, Preston & Co., R. Sieg & Co., and Peter Lamp & Co., while two smaller houses do a considerable shipping business, the whole annual trade amounts to upwards of \$1,000,000. The house of Sickels, Preston & Co. is the largest of its kind in Davenport, and the only exclusively hardware house in Iowa. It has built up a business which is widespread in the territory covered, and which, in the sale of bar-wire, white lead, and paints, is unequalled between the Mississippi and Missouri rivers.

CLOTHING.

R. Krause and A. Moritz & Bros. are the leading representatives of the wholesale clothing trade. They do a business of about \$500,000.00.

CHINA AND CROCKERY.

The largest house of its kind—china, crockery, and glassware—in Iowa is that of Jens Lorenzen.

OTHER WHOLESALE HOUSES.

S. P. Bryant & Co. are an extensive firm in the way of boots, shoes, and rubber goods. E. B. Hayward & Son do a large business in staves, headings, shingles, and cedar posts. Egbert, Fidler, & Chambers manufacture and wholesale blank-books, stationery, and supplies. J. S. Wylie ships coal in car-load lots throughout the northwest. I. H. Sears & Son are manufacturers and wholesalers of horse-collars, saddlery-hardware, etc. James McIntyre, representing the Cincinnati factory of the Emerson & Fisher Co., deals extensively in buggies, carriages, phaetons, etc. Barr & Co. deal in oysters and fish. H. W. Kerker is wholesale agent for the Charles A. Pillsbury flouring mills. D. H. McDanel & Co. deal in hides, pelts, and tallow. There are four wholesale liquor houses.

CITY ELEVATOR.

J. F. Dow & Co. are proprietors of the City Elevator, and handle annually from 750,000 to 1,000,000 bushels of grain. All kinds of grain cleaned and corn shelled in transit.

LINES DAVENPORT NEEDS.

While several houses manufacture and job their own goods, as cigars and tobacco, flour, crackers, paints, agricultural implements, lumber, syrups, canned goods, scales, vinegar, etc., Davenport has need of more wholesale houses, and offers an inviting field for them which must soon be filled. The special lines of goods which could be profitably handled are drugs and medicines, hats and caps, jewelry, rubber goods, and paints and oils.

NEW BUILDINGS.

A PROSPEROUS YEAR.

The chapter on "New Industries and Enterprises" notes the building of factories involving an outlay of more than \$200,000.00, and yet this is only a beginning of the season's work, which swells to over \$1,100,000.00, as detailed a little further on. More factories, business blocks, and residences are planned for 1888 than have been completed during the past year.

THE COURT HOUSE.

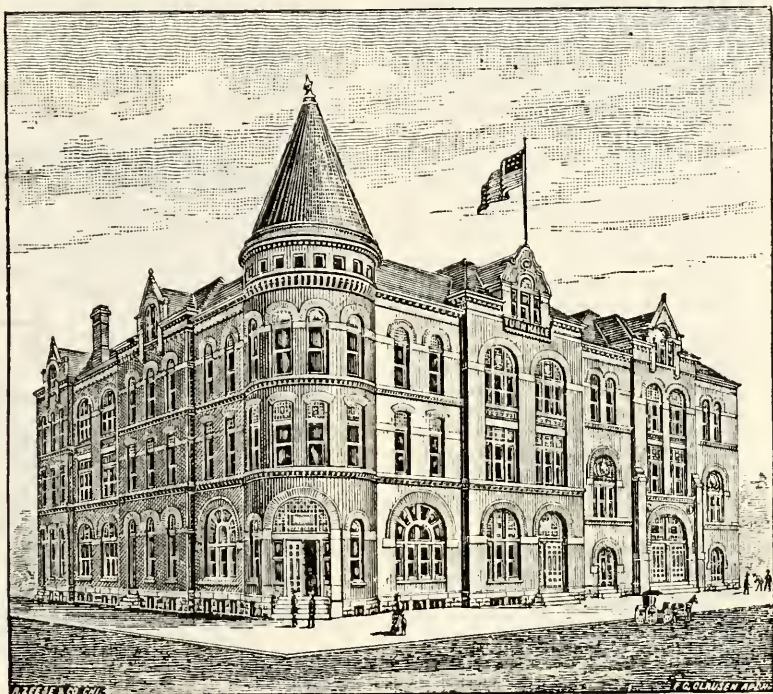
The amount voted for this temple of justice was \$150,000.00, but the cost, including heating, furnishing, and frescoing, will reach upwards of \$175,000.00. The style of architecture is known as the Italian-Renaissance. The ground dimensions have a frontage of 152 feet on Fourth street, with a depth of 106 feet. The building is of stone, brick, and iron fire-proof. Its front is characterized by a massive portico, from which a wide corridor leads to the rotunda. This is connected with the various offices. The third floor furnishes the court rooms on either side the rotunda, the east room being 45 by 60 feet, and the west 54 by 46 feet. The first story is 12 feet, the second 16 feet, the third 16 feet, with each court-room 26 feet, and the mezzanine 14 feet in height. From the center of the building rises a circular-tower, capped by a dome surmounted by a lantern, the top of which is 206 feet from the ground, and upholds a flag-staff. The massive structure presents an imposing view, and is the most conspicuous building in the city.



SCOTT COUNTY COURT HOUSE.

TURNER HALL.

The Turner Society of Davenport owns, beyond peradventure, the best building devoted to gymnastic and theatrical purposes of any society of the kind in the United States. The cost of the unfurnished structure is over \$85,000.00. It was designed and its building superintended by F. G. Clausen. It faces north on Third street, and has a front of 151 feet by a depth on Scott of 140 feet. Its architectural proportions are fairly shown in the cut. The eastern side of the block, 79 by 140 feet, is devoted to general purposes, the first floor containing ball, billiard, sample rooms, and offices; the second has the dining-hall, sleeping, card, smoking-rooms, and wardrobe; the third is assigned to meeting-rooms, reading-rooms, library, etc. The gymnasium occupies the first floor of the west side, or Turner Hall proper. It is 72 by 114 feet, with a gallery, the room being 22 feet from floor to ceiling. Above this is the main hall and theater, which is entered from two main stairways 10 feet wide; also from the sides. The stage is 35 feet deep by 71 wide, and the width of the proscenium is 34 feet. The gallery, 20 feet in width, runs around three sides.



TURNER HALL AND OPERA HOUSE.

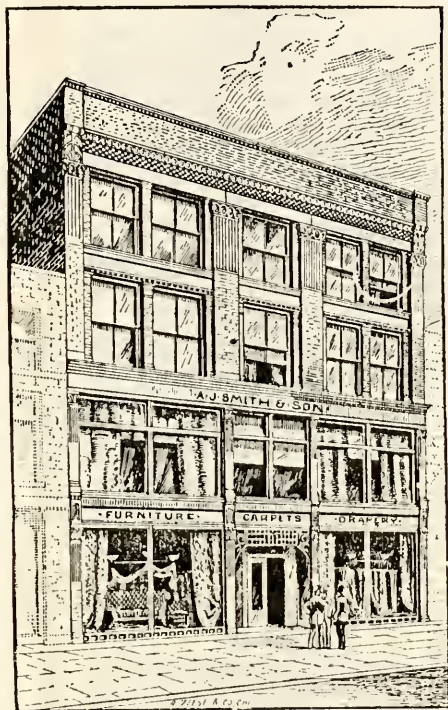
The seating capacity is 1,300. The building is of brick, trimmed with stone, and is complete in every department and detail. Over the main entrance to the office, at the corner of Third and Scott streets, a circular tower rises 100 feet high.

THE MASONIC TEMPLE.

No exception can be taken to the statement that the New Masonic Temple is the noblest building in Iowa devoted to the uses of the Craft, and one of the largest in the great west. Its cost, exclusive of furniture, is \$75,000.00. It is located on the northeast corner of Third and Main streets; has a front of 65 feet, and a depth of 150 feet. The Temple has four floors and basement which is devoted to offices. A corridor 12 feet wide, entered through an arched vestibule, runs the length of the building. The first floor is entered through an archway 16 feet in width and 19 feet high. This floor is devoted to spacious offices. The second floor is similar in its arrangement. On the third floor the rooms are practically the same as those beneath, except there is an assembly-room at the north end 50 by 60 feet



MASONIC TEMPLE.



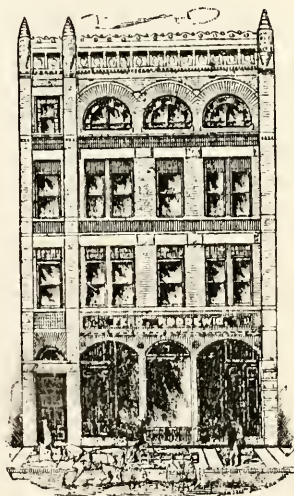
A. J. SMITH & SON'S BLOCK.

Roddewig's Sons have erected a business block which is of unusually fine architectural proportions. E. S. Hammet is the architect. Another large four-story building is that completed late in the season by J. H. Whitaker on Third street, west of Brady. These by no means exhaust the list, but there is a limit to the space at command. In the way of private residences great gains have been made, the most attractive along the western bluffs being the elegant home of M. D. Petersen, and the most picturesque in the central part of the city being that of J. S. Wylie. But of far more significance than any ten residences costing \$15,000.00 each, or \$150,000.00 in all, is the great number of modern cottages which are to be found in the outskirts of the city. A careful canvass shows that not less than 150 of these have been built during the past twelve months. They are all owned by their occupants. The workingman finds that in Davenport he shares the property of the manufacturer. Following is given a list of the more important buildings of the past year:

in size. The Masonic floor is in the fourth story. The Blue Lodge hall is on the front, 50 by 38 feet, and 26 feet high. The Asylum and Chapter are located in the northwest section. This apartment is 30 by 40 feet. On the east of it is the Red Cross room, 20 by 34 feet. There is also a banquet-hall, 30 by 41 feet. There are parlors, preparation, and other rooms. In the attic-story are the kitchen, cook-room, pantry, store-rooms, etc. The exterior is in the Romanesque style of architecture. The tower rises at the southwest corner to a height of 114 feet. The windows in the raised basement story and the first and second stories are square, with transoms. In the third they are arched, and in the fourth square again. The appearance of the Temple is majestic. J. W. Ross is the architect.

BUSINESS BLOCKS.

Among the business blocks there are some deserving of particular mention: One of these is the fine block erected by A. J. Smith & Son, on Third street, almost exactly opposite the Masonic Temple. It is a four-story brick structure, half a block in depth. On Harrison street, between Fourth and Fifth, Ferd.



RODDEWIG BLOCK.

Public Buildings.

Court House, Fourth street	\$175,000
Turner Hall, Third street	90,000
Masonic Temple, Third street	80,000
Soldiers' Orphans' Home	5,000

Churches, Schools, and Colleges.

St. Anthony's Church, annex, Fourth St.,	7,000
St. Ambrose College, Locust street	5,000
School House No. 8, Fourth street	3,500
Presbyterian Church, Brady street	2,500

New Shops, Factories, Etc.

C. R. I. & P. Shops, Fifth and Case Sts.,	130,000
Davenport Canning Works, Division St.,	35,000
Bettendorf Wheel Works, Fourth and	
Farnum streets	25,000
Davenport Foundry and Machine Shops,	
Fourth street	20,000
Novelty Bistle Works, Second street	8,000
A. Zoller & Bro. Malt House, Third St.,	4,500
Children's Carriage Factory, Third St.,	6,000
Quilt Works	4,000
Sternberg's Machine Shops, West Locust,	3,000
Second Street Railroad Barns	3,000

Additions to Shops, Factories, Etc.

Davenport Glucose Works, Rockingham	
road	40,000
Davenport Water Works, Front street	30,000
Moeller & Aschenmann Manufacturing	
Company, Fifth street	10,000
M. Frahm, Harrison street	8,000
Young & Harford, Carriages, Front St.,	5,000
H. F. Branner & Co., Churns, Warren	
street	3,000
Anazon Vinegar Works	3,000
Detthloff & Stearns, Paint Works	3,000

Business Blocks.

A. J. Smith & Son, Third street	15,000
Ferd. Roddewig's Sons, Harrison street.	15,000
J. H. Whitaker, Third street	15,000
J. Hugboeck, Third street	10,000
D. B. Horne, Third street	6,000
H. F. Petersen, Third street	6,000
A. Meisner, Third street	4,000
M. Greeley, Third street	4,000
D. Bush, Eddy street	3,600
Tierney & Stapleton, Perry street	2,500
Fred. Genzlinger, Front street	2,500
Davis & Camp, Third street	2,000
Lorton Bros., Third street	2,000

Additions to Business Blocks.

St. James Hotel, Main street	10,000
Ryan Block, Second street	10,000
R. Sieg, Wirehouse, Fifth street	7,000
Democrat-Gazette Block, Main street	5,000
W. S. Holbrook, Second street	4,000
Joseph Ochs' Sons, Main street	3,000
Emerson & Fisher Co., Fourth street	3,000
F. Strohl, West Second street	3,000

Residences.

M. D. Petersen, Sturdevant street	18,000
J. S. Wylie, Brady street	10,000
T. O. Swiney, Perry street	8,000
J. W. Ross, Fourteenth street	5,000
H. Haller, Main street	5,000
M. D. Snyder, row of buildings	8,000
J. L. Tillotson	5,000
R. R. Baldwin	4,000
J. R. Clemens	4,000
Joseph Plambeck, Franklin street	4,000
Theo. Hartz, West Eighth street	4,000
M. T. Brown, Grand Avenue	4,000
Mrs. Dieser, West Eighth street	3,500

W. A. Spaulding, Tremont Avenue	\$ 3,000
Trinity Church, rectory, Brady street	3,000
Henry Stoltenberg, West Twelfth street	3,000
John Turner, West Third street	3,000
John Turner, West Third street, addi-	
tional buildings	3,000
P. T. Walsh, Marquette street	3,000
T. Peterson, West Eighth street	3,000
Charles Whitaker, Walnut street	3,000
Gust. Haase, Sixth street	3,000
Peter Kloppenburg, West Locust street	3,000
William Haase, West Eighth street	3,000
P. Jones	3,000
J. M. Ackley, Locust street	3,000
Theodore Peterson	3,000
F. Belter, West Locust street	2,500
H. M. Mandeville, Brady street	2,500
O. P. Sampson, East Fourteenth street	2,500
William Reuter, Eighth street	2,500
A. Meisner, Third street	2,500
D. Bush, Eddy street	2,500
W. Camp, East Third street	2,000
P. Conway, Case street	2,000
J. H. Whitaker, Iowa street	2,000
J. Walters, Sixth street	2,000
Hans Osbar, Third street	2,000
Dr. J. P. Crawford, East Sixteenth St.,	2,200
George Henriksen, Third street	2,000
C. Rusehmann, West Locust street	2,000
J. A. Place, East Fifteenth street	2,000
E. H. Whiteomb, Grand Avenue	2,000
R. Channon, Arlington Avenue	1,800
G. W. Leamer, East Fourteenth street	1,800
William Arnill, West Locust street	1,600
R. Hinscher, Brown street	1,600
Peter Otten, Marquette street	1,600
F. Genzlinger, East Front street	1,500
W. Brown, Le Page street	1,500
C. W. Clemens, West Fourteenth street	1,500
C. W. Clemens, Grand Avenue	1,500
August Blumck, Second street	1,500
I. Hanschild, West Eighth street	2,000
Mrs. Dueser	2,000
John Hehnck, Locust street	2,000
Frank Fearing, Locust street	2,000
Thomas Shields, Seventh street	1,800
H. Lawer, Fourteenth street	1,800
Fred Ruhe, Marquette street	1,800
Robert Birchill, Fourteenth street	1,700
Robert Birchill, Thirteenth street	1,600
N. C. Morrison, Iowa street	1,600
J. C. Clammon, Tremont Avenue	1,500
Joseph Hassler, Bowdich street	1,500
John Hallabaek, East Ninth street	1,500
Byron Whitaker, Third Avenue	1,500
W. D. Nichols, Eighth street	1,400
Will. Evers, Rock Island street	1,300
John Lucey, Fifteenth street	1,200
Mrs. Andrews, Fifteenth street	1,200
William Gordon, Sixteenth street	1,200
William Oakes, East Eighth street	1,200
Fritz Priess, Third street	1,200
T. Mulane, Harrison street	1,200
B. Baldwin, Bridge Avenue	1,200
John O. Teegen, Bowdich street	1,200
Joachim Roopman, Bowdich street	1,200
J. Bockelmann, Gaines street	1,200
M. Dellahane, Gaines street	1,200
J. Moeller, Gaines street	1,200
H. Kirk, Warren street	1,200
H. Schoeller, Mitchell street	1,200
M. Welzenbach, Sturdevant street	1,200
J. Trauer, Harrison street	1,200
Andrew Fullerton, Le Page street	1,200
E. S. Tilford, Tremont Avenue	1,200
William Frazer, Fifteenth street	1,200
One hundred and forty-five cottages,	
from \$500 to \$1,000 each, averaging	
\$800	116,000

Affording a grand total, at the lowest estimate, of about \$1,200,000.00, for the building operations of Davenport in 1887.

BANKS AND BANKING.

THE MEASURE OF BUSINESS.

The financial operations of a city, as shown by the transactions of its banks, mirror its importance as a commercial center, and reflect the prosperity of the country tributary to its business. The banking capital and deposits of the financial institutions of Davenport are greater than those of any other city in Iowa. The amount of business done with country banks, in the way of having their accounts kept here, give unexcelled facilities for making collections. More than one hundred of these banks are represented, and they often save a day's business, as compared with calling on Chicago or St. Louis for their currency. There are three national and three savings banks.

THE NATIONAL BANKS.

The First National.—This bank was the first in operation in the United States under the national banking law. It has a capital of \$100,000.00; a surplus of \$50,000.00, and undivided profits of \$50,000.00. The officers are: James Thompson, President; J. E. Stevenson, Vice-President; John B. Fidler, Cashier.

Citizens National.—This institution has a capital of \$100,000.00, and a surplus of \$100,000.00. It is a United States depository. The officers are: F. H. Griggs, President; Robert Krause, Vice-President; E. S. Carl, Cashier; Adolph Priester, Assistant Cashier.

Davenport National.—This bank has a capital of \$200,000.00, and a surplus of \$45,000.00. Its officers are: E. S. Ballard, President; S. F. Smith, Vice-President; S. D. Bawden, Cashier.

THE SAVINGS BANKS.

The three savings banks have an aggregate capital of \$490,000.00; undivided profits of \$239,197.00. They have 9,553 depositors, and the aggregate of the deposits is \$4,500,933.00, or more than half the entire amount of all the savings banks of Iowa. The uniform rate of interest is five per cent.

German Savings.—This bank has a paid up capital of \$300,000.00, and a surplus of \$60,000.00. It has accounts with 5,643 depositors, the aggregate of whose deposits is \$2,635,000.00. The officers are: H. Lischer, President; L. Wahle, Vice-President; H. H. Andresen, Cashier; J. F. Bredow, Assistant Cashier.

The Davenport Savings.—It has a cash capital of \$120,000.00; undivided profits of \$60,000.00. Its depositors number 2,450, and their deposits amount to \$1,183,761.00. The officers are: A. Burdick, President; Louis Haller, Vice-President; J. B. Meyer, Cashier; O. L. Ladenberger, Teller.

Scott County Savings.—This is the youngest of the savings institutions of the city. It began business December 1st, 1883. It has a capital of \$70,000.00; \$682,172.00 in deposits, and 1,460 depositors. Its officers are: I. H. Sears, President; H. F. Petersen, Vice-President; J. H. Hass, Cashier.

THE POST-OFFICE.

A YEAR'S BUSINESS.

The Davenport post-office transacted its heaviest business in 1887. In the free-delivery department there was an increase in every particular except registered letters delivered. The nine carriers delivered 602,969 more pieces of mail, and collected 390,108 more pieces than in 1886, a total excess of 993,077—an increase of twenty-five per cent. The gross receipts were \$40,363.75—an increase of more than \$2,000.00. More than \$10,000.00 of this sum was transmitted to the United States treasury, and a like amount paid to the clerks of the railway mail service. In the money-order department the remittances from other offices were \$633,689.25. Seven

thousand money orders were issued, amounting to \$64,750.80; 4,500 postal-notes, in the sum of \$8,012.92—a total of \$706,452.97. Money-orders numbering over 13,000 and aggregating \$190,591.00 were paid; 7,300 postal-notes, amounting to \$16,158.32; and nearly \$500,000.00 was deposited with the postmaster at Chicago. It will thus be seen that the money-order business aggregated nearly \$1,500,000.00—a gain over 1886 of nearly \$250,000.00. J. M. DeArmond is postmaster.

BUSINESS ORGANIZATIONS.

DAVENPORT BUSINESS MENS' ASSOCIATION.

This is a newly organized, vigorous, and representative body of about 150 members, whose object it is to protect the rights and advance the mercantile, manufacturing, and other interests of the community. The further aims of the association are to promote the public welfare by furnishing reliable information regarding the city; to assist in securing the location of new and desirable industries in our midst; to obtain just and equitable rates of transportation; to facilitate the entry of additional lines of railroad; to entertain strangers, and to cultivate the social and business acquaintance of the representatives of the trades, industries, and professions of the city of Davenport. There are standing committees on by-laws, membership, statistics, finance, transportation, manufactures, local trade, advertising, and entertainment. The association has comfortably-furnished rooms in the Masonic Temple, to which all visitors to the city are invited. Its officers are: J. S. Wylie, President; J. A. Freeman, Vice-President; H. T. Denison, Secretary; J. H. Hass, Treasurer.

THE ADVANCE CLUB.

This organization has a membership of nearly 400. Its affairs are managed by the President, F. H. Hancock, and an Executive Committee of twelve members. It has been at work for two years, and the resulting benefits are seen in the securing of a new railroad and business enterprises.

BOARD OF TRADE.

Of this body J. M. Eldridge is President and L. M. Parker Secretary. The Board has done effective work in advertising the city in many directions, and in inducing the investment of capital here.

TRI-CITY SHIPPERS' ASSOCIATION.

This organization has nearly 200 members, representing the leading business houses of Davenport, Rock Island, and Moline. The object is to secure equitable rates, efficient service, and the best transportation facilities. The interests of shippers are looked after by Fred Wild, the general agent, who is one of the best-posted railroad experts in the west.

THE PRODUCE EXCHANGE.

The membership of the exchange is composed of grain-buyers, pork-packers, and others directly interested in obtaining the latest quotations from the market centers of the world. It has rooms in the St. James block, and its own telegraph service. The officers are: F. H. Hancock, President; R. H. Hayward, Vice-President; J. F. Dow, Secretary and Treasurer.

LOAN, BUILDING, AND SAVINGS ASSOCIATION.

This very successful association is in its eleventh year. Its assets, at the time of its last statement, were \$117,351.00. It had 1,792 shares of stock of the ten series issued. The objects are entirely mutual in their character. It has helped hundreds of persons of small means to secure homes of their own easily and safely, under a system of monthly payments.

LINDSAY LAND AND LUMBER COMPANY.

This is a corporation composed of some of the leading men of money in Davenport, Rock Island, and Moline, organized for the purpose of manufacturing and dealing in Arkansas lumber and timber lands. The principal office is in this city. The company has a paid up capital of \$150,000.00, the limit being placed at \$1,000,000.00. It owns 125,000 acres of the best timber lands in the state of Arkansas—land that is known will average 10,000 feet of lumber to the acre, or 1,250,000,000 feet. The members of the corporation are: Fred Weyerhaeuser, Charles H. Deere, J. T. Browning, J. E. Lindsay, William Renwick, D. N. Richardson, S. H. Velie, C. R. Ainsworth, J. M. Gould, George S. Shaw, J. B. Phelps, Fred Wyman, Christ. Mueller, and others.

EAGLE LUMBER COMPANY.

This Davenport institution is located at Eagle Mills, Ouchitau county, Arkansas, on the cotton-belt line. The shipments reach from Texas to Chicago, Minneapolis, Omaha, and circumscribed territory. The mill has a capacity of over 60,000 feet a day, having recently made the largest cut of any mill in the state in a single day. The company own 6,000 acres of valuable timber land. The capital stock is \$50,000.00. The principal stockholders and officers are: H. M. Gilchrist, Viola, Ill., President; E. S. Crossett, Vice-President; E. B. Hayward, Secretary and Treasurer; S. W. Pierce and George W. Cable, all of Davenport.

EDUCATIONAL INSTITUTIONS.

THE PUBLIC SCHOOLS.

The first school-house was built in Davenport in 1838, and the graded school system was organized in 1858. It has always kept abreast of the best in course of study and methods of instruction. There are ten school buildings, all well adapted and well equipped in every way for school purposes. The largest is the high school, which was erected in 1874, at a cost, including grounds, of \$65,000.00. The enrollment of pupils in it in 1887 was 309. The staff of instructors is composed of Superintendent J. B. Young, ten principals, and eighty-nine teachers, ten of whom teach the German language, one vocal music, and one gymnastics. The two last named subjects are as regularly and systematically taught as any other subjects in the course. Drawing and penmanship are successfully taught without the help of special teachers. The last census gave a school population of 9,313. Last year the total enrollment was 4,116, and the average membership 3,517. The annual cost of the schools is \$76,000.00. The management rests in a Board of Directors consisting of six members, two of whom are elected each year. A free evening school is maintained for four months each winter, which affords excellent instruction in reading, writing, arithmetic, the elements of bookkeeping and of physics. It has a large patronage, and is a popular feature of the public school system. As a department additional to the regular high school course there is maintained a most excellent normal and practice-school, in which most of the teachers in the schools are trained and tried before entering upon their work. To the services of this school is due largely the high standing of the Davenport public schools.

SAINT KATHARINE'S HALL.

This is a boarding and day school for girls, without a superior in the United States. The noble building, which is devoted exclusively to the school, crowns one of the highest and most commanding bluffs on the Mississippi river. The views eastward, southward, and westward are unobstructed, overlooking the National Armory and Arsenal, the cities of Davenport, Rock Island, and Moline, and a beautiful stretch of river miles in extent. The school is now in its fourth year, its prosperity being unexampled. Founded for the education of Christian women, it has been true to its high mission. Its roll of patrons numbers 150, and they are the representative business men of the west. Twice enlarged, Saint Katharine's capacity is again crowded. Its course includes three departments—preparatory, intermediate, and academic—and covers seven years. It is complete in the primary and in the advanced studies. While the Bishop of Iowa is the head of the school, the direct control is entrusted entirely to the Principal, Miss Emma Adelia Rice, whose personal care and attention is devoted to every pupil. Miss Rice is a rarely-gifted woman, of fine executive ability and experience, whose success as a teacher has placed her name at the head of western educators. She is supported by a well-chosen staff of twelve instructors. Nowhere in the west are educational advantages for girls and young ladies offered superior to those of Saint Katharine's, and in very few cities of the country are equal facilities to be found.

GRISWOLD COLLEGE.

This institution was founded in 1859, and offers special advantages to students from the western states. It is conducted under the auspices of the Episcopal Church, and has three courses of instruction—a four-year classical course, a three-year scientific course, and a one-year commercial course. The teaching is thorough.

KEMPER HALL,

The preparatory department of Griswold College, occupies a separate building, beautifully located and handsomely furnished—a model of all that a school-building should be. Each pupil has a separate room, and sleeps in a single bed. The Rev. P. C. Wolcott is head-master, with competent assistants. It is pre-eminently a home school, and one which regards the moral and physical, as well as the mental, training of youth. The military drill has been introduced into the school with remarkable success.

IMMACULATE CONCEPTION ACADEMY.

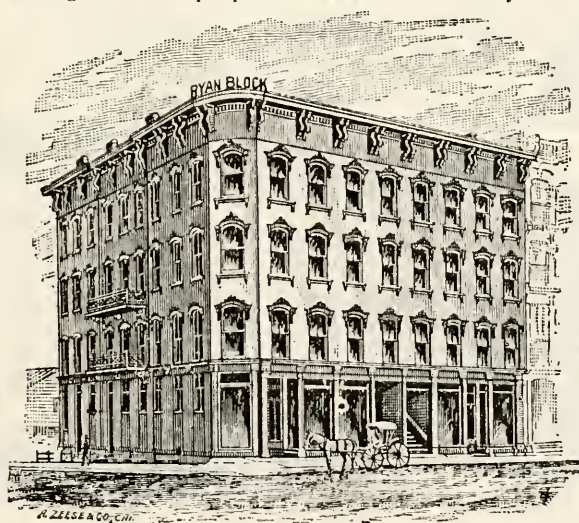
This institution, conducted by the Sisters of the Blessed Virgin Mary, is pleasantly situated on one of the crowning eminences that overlook the city. The buildings are elegant and commodious. Young ladies of every religious denomination are admitted, and every facility is afforded for mental and moral training. The institution is in its twenty-ninth year.

ST. AMBROSE SEMINARY.

This collegiate school occupies a new and commodious building, beautifully located. It was established through the efforts of Rt. Rev. Henry Cosgrove, Bishop of the Roman Catholic See of Davenport. It has three departments—preparatory, commercial, and classical—each complete, and confers academic honors upon its graduates. Rev. J. A. Schulte is President.

IOWA COMMERCIAL COLLEGE.

The history of western business institutions shows no more surprising success than is found in the Iowa Commercial College. From a small beginning in May, 1884, it has grown into one of the largest and most prosperous institutions in the country. The school occupies the upper floors



RYAN BLOCK.

of Ryan Block, one of the largest and most central business buildings in Davenport. Sixteen states and three territories were represented by 378 students in the catalogue issued in 1886, since which time the applications for admission have been more numerous than before. In the new field of short-hand the proprietors, Wood & Van Patten, have equipped a large number of young ladies and gentlemen for practical business life. The best proof that this college enjoys the endorsement and support of the business men of Davenport, Rock Island, and Moline, is found in the fact that a large number of its students is engaged here, and that they are giving perfect satisfaction and commanding good salaries. The college has in a great measure revolutionized business methods during the last four years by introducing the type-writer, whose merits the college has advocated, and whose utility it has taught. The use of short-hand and type-writing save one-half the time, or make it possible to do twice

the business at a slight increase of expense. The Iowa Commercial College is a member of the National Union of Business Colleges, of which D. R. Lillibridge is President. The Western Penman's Association will hold its third annual meeting in the rooms of the Iowa Commercial College, December 26-30, 1888. This association is composed of a body of business educators now numbering ninety-six members. Prof. B. C. Wood, of Wood & Van Patten, was one of the corresponding secretaries for the past year, and is chairman of the Executive Committee for the present year.

OTHER SCHOOLS.

There are nine private schools, of which two are kindergartens, one a free German school, and the other six parochial schools.

HOMES AND HOSPITALS.

COOK'S HOME FOR THE FRIENDLESS.

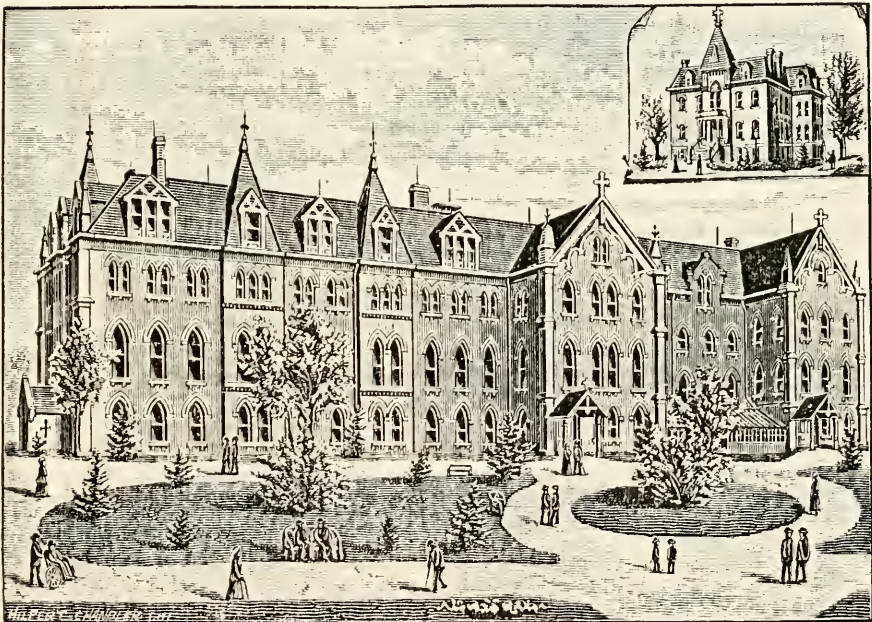
This charity was made possible by the munificence of Mrs. Clarissa C. Cook, deceased. Her will designated the sum of \$50,000.00 for the purpose of providing a home for "destitute and indigent females." To this sum \$65,000.00 has been added.

SOLDIERS' ORPHANS' HOME.

The Iowa Soldiers' Orphans' Home and Home for Indigent Children is a state charitable institution. It was organized December, 1863, and opened July, 1864. S. W. Pierce was elected Superintendent, Mrs. S. W. Pierce, Matron, and Dr. W. F. Peck, Physician, November, 1867, and they are the present incumbents. The home was strictly for soldiers' orphans till July, 1876, when it became a home for all indigent children. There were at the close of the year 313 children at the home, of whom fifty-six were soldiers' orphans. There are thoroughly graded schools and an industrial department for both boys and girls. Altogether about 2,000 children have been cared for and educated. Suitable buildings on the cottage plan, sixteen in number, have been provided.

MERCY HOSPITAL.

The illustration gives a partial view of Mercy Hospital and grounds. The upper building on the right represents, though imperfectly, St. John's Asylum, which is set apart for the accommodation and comfort of the male insane patients. It is a monument of the zeal and charity of the lamented Rt. Rev. John McMullen, the first Catholic Bishop of Davenport. St. John's Asylum is in reality a four-story brick building, completed in 1884 at a cost of \$25,000.00. The architecture conforms to the hospital proper, with accompaniments which enhance its stately appearance. It has a frontage of 45 feet, with a depth of 91 feet, and east and west wings, each 12 by 20 feet. In 1886 Rt. Rev. Bishop Cosgrove, on visiting the female department, recommended for the better accommodation of patients the erection of a third building. This has been done, the structure having a frontage of 60 feet by a depth of 90 feet. It has three stories and an attic with all modern improvements, and is elegantly equipped for its intended use.



MERCY HOSPITAL AND ST. JOHN'S ASYLUM.

Mercy Hospital, in all of its departments, is one of the first institutions of the kind in the country—one with which there is no other in Iowa for favorable comparison. The main building is a massive brick, four stories high, and 150 by 60 feet. The present grounds cover thirty acres, being located just outside the city limits on the north, and distant from the post-office about two miles. The institution was opened in December, 1868, but from its humble beginning it has grown to magnificent proportions. As to the management of Mercy Hospital, it is quite sufficient to say that the entire control and discipline are in the hands of the Sisters of Mercy. It is subject to constant visitation by county officials, who point to it with a feeling of just pride. The institution has not only the entire confidence of the official board and of the city physicians and surgeons who regularly visit it, but, when occasion requires, it has the patronage of the best citizens. Its wonderful success is the best evidence that it fulfills the grand mission for which it was organized.

MUNICIPAL AFFAIRS.

CITY GOVERNMENT.

Davenport is divided into six wards, each of which is represented in the city council by two Aldermen, elected to serve two years. The Mayor, City Clerk, Treasurer, and Assessor are elected annually; the Police Magistrate biennially. The Engineer, Fire Chief, Attorney, Chief of Police, and Collector are appointed. The city is incorporated under a special charter, and has full legislative power under it.

THE FIRE DEPARTMENT.

In connection with the perfect system of water service which has been described, Davenport has a fire department equalled in its efficiency by but few cities in the country, and surpassed by no other place of corresponding size. The paid department is composed of three hose companies, one hook and ladder company, and a chemical-engine, all well housed, and in the hands of trained firemen. The force is always on duty, and is supplied with the best of horses, abundance of hose, and all essentials to a complete outfit. The value of the service is vastly increased by an electric fire-alarm telegraph with alarm-boxes, or stations, distributed throughout the city. By means of gongs at the water-works and hose-houses, and bells struck by electricity, the location of a fire is made known instantly. The average time occupied from the first sound of an alarm until the firemen are in their places, with the horses on a wild run toward the scene of the fire, is from fifteen to seventeen seconds. In case of a conflagration—from which the city has not suffered since the paid department was equipped—there are volunteer fire organizations covering the outlying districts which can be summoned. The protection is such that Davenport is practically a fire-proof city.

THE POLICE DEPARTMENT.

This consists of a Chief, Night-Captain, and thirteen patrolmen. The number of arrests average less than two per cent of the population. In no city is life safer, property more secure, or better order maintained. The last few years have been notably free from the work of criminals.

PARKS AND STREETS.

Davenport has three public parks—Central, Washington, and Lafayette. The first is the largest, embracing thirty-five acres, and was bought by the city for \$13,000.00 in 1885. An artesian well is now being sunk there, and the grounds are to be handsomely laid out and ornamented. Lafayette Square was laid out by Antoine Le Claire in the original plat of the city.

STREETS AND SEWERS.

The entire city is divided into blocks—most of them 320 feet square—by 126 streets, 60 to 80 feet wide, which, if placed continuously, would extend a distance of eighty miles. Over \$1,000,000.00 has been expended in macadamizing the streets, which are in good condition for both hauling and driving purposes. The city is well sewered, the drainage being natural from the bluffs to the river.

REVENUE AND DEBT.

The revenue of the city amounts annually to about \$150,000.00, of which one-fifth is derived from licenses, and the rest is secured from an assessed valuation of over \$7,000,000.00.

BOARD OF HEALTH.

The sanitary condition of the city is watched by a Board of Health, which is clothed by state law and municipal ordinance with all necessary power.

MEANS OF LIGHTING.

The city is lighted by electricity, the plant containing ninety-four lights of 2,000 candle-power each, of which forty are placed on eight towers 125 feet high, fifty-two upon mast-arms 30 feet high, and two upon poles 50 feet high. The wires have a length of over 26 miles, and the light is perfect. There are 26 miles of gas mains.

STREET-CAR LINES.

Davenport has three lines of street-cars—the Third street, the Brady street, and the Second street lines—in all twelve miles. The Second street line was built during the fall of 1887, at an expense of \$20,000.00, and the city council has granted the franchise for an extension of eight miles of line in 1888. All parts of the city can be reached easily and quickly.

CHURCHES, LIBRARIES, ETC.

ACADEMY OF SCIENCES.

The Davenport Academy of Natural Sciences is an institution known throughout the scientific world. The collection of mound relics is incomparable. The academy building was erected for the purpose which it serves upon a slightly lot, the gift of Mrs. P. V. Newcomb. The academy has 120 regular, 78 life, and 300 corresponding members. The library is a most valuable collection, containing many thousands of books and pamphlets. The number of yearly visitors is about 6,000, of whom from 1,500 to 2,000 are non-residents. Four volumes of proceedings—works of acknowledged scientific value—have been published, and the fifth volume is in preparation.

THE PUBLIC LIBRARY.

A fine building, dedicated to public library uses, is centrally located. Its cost was \$13,000.00. The shelves contain about 12,000 volumes of standard books, and the reading-tables are supplied with the leading magazines and newspapers.

CHURCHES.

Davenport is a see city, being the seat of the Protestant Episcopal Church of the Diocese of Iowa. Rt. Rev. William Stevens Perry, Bishop. Grace Cathedral, a grand Gothic edifice, cost more than \$80,000.00, and, with its handsome grounds, upon which is the Bishop's vine-covered residence, occupies a block. Trinity Episcopal Church has a chime of bells costing \$6,000.00, and their peals may be heard for miles. This city is also the place of residence of the Bishop of the Roman Catholic Diocese of Davenport, embracing the southern half of the state of Iowa. Davenport has four Baptist, four Catholic, one Christian, two Congregational, four Episcopal, one Hebrew, three Lutheran, four Methodist, four Presbyterian, and one Unitarian churches.

IN GENERAL.

THE PRESS.

Davenport has five daily newspapers—The Morning Democrat-Gazette, independent; the Evening Democrat-Gazette, democratic; Der Demokrat (German), democratic; the Evening Times, a labor paper, and the Morning Tribune, republican. All publish weekly editions, and Der Demokrat, a semi-weekly. There are also the Northwestern News, Iowa Messenger, Iowa Reform (German), published weekly; the Dania, semi-monthly, and the Iowa Churchman and Familien Journal, monthly. The Democrat-Gazette is the only paper in Iowa issuing both morning and evening editions.

HOTELS.

The Kimball House is the leading hotel of Iowa in all that pertains to a strictly first-class house. It is always kept up to the highest rank in appointments and service. During the last two years \$10,000.00 has been expended in interior improvements and furnishings. The Kimball is five stories in height, with a frontage of 300 feet on Fourth by 150 on Perry street. It is supplied with telegraph, telephone, elevator, and all modern conveniences. The proprietor is Howard Burtis.

The St. James is located on the corner of Main and Front streets, commanding a delightful view of the river, and within a few steps of the ferry and steamboat landings. It has become known as "the commercial man's friend," and as such it is a favorite. The proprietor is Gough B. Grant, whose personal attention is always given to guests, and they are made to feel really at home. The house is capacious, elegantly furnished, and the table is excellent. During the past season a \$10,000.00 addition has been made to the St. James.

There are numerous other smaller, though well-kept, houses in Davenport, which may be commended to strangers.

THEATRES.

The Burtis Opera House is connected with the Kimball House. It has a seating capacity of 1,700. It is supplied with upholstered opera-chairs, large stage, and beautiful scenery, ample for the setting of any play.

The German Theatre is described elsewhere in connection with the new Turner Hall.

YOUNG MEN'S CHRISTIAN ASSOCIATION.

This society is in its twenty-first year. It has quarters in the central part of the city, which are well supplied with gymnastic apparatus, bath-rooms, library, reception-rooms, etc.

SOCIETIES, ETC.

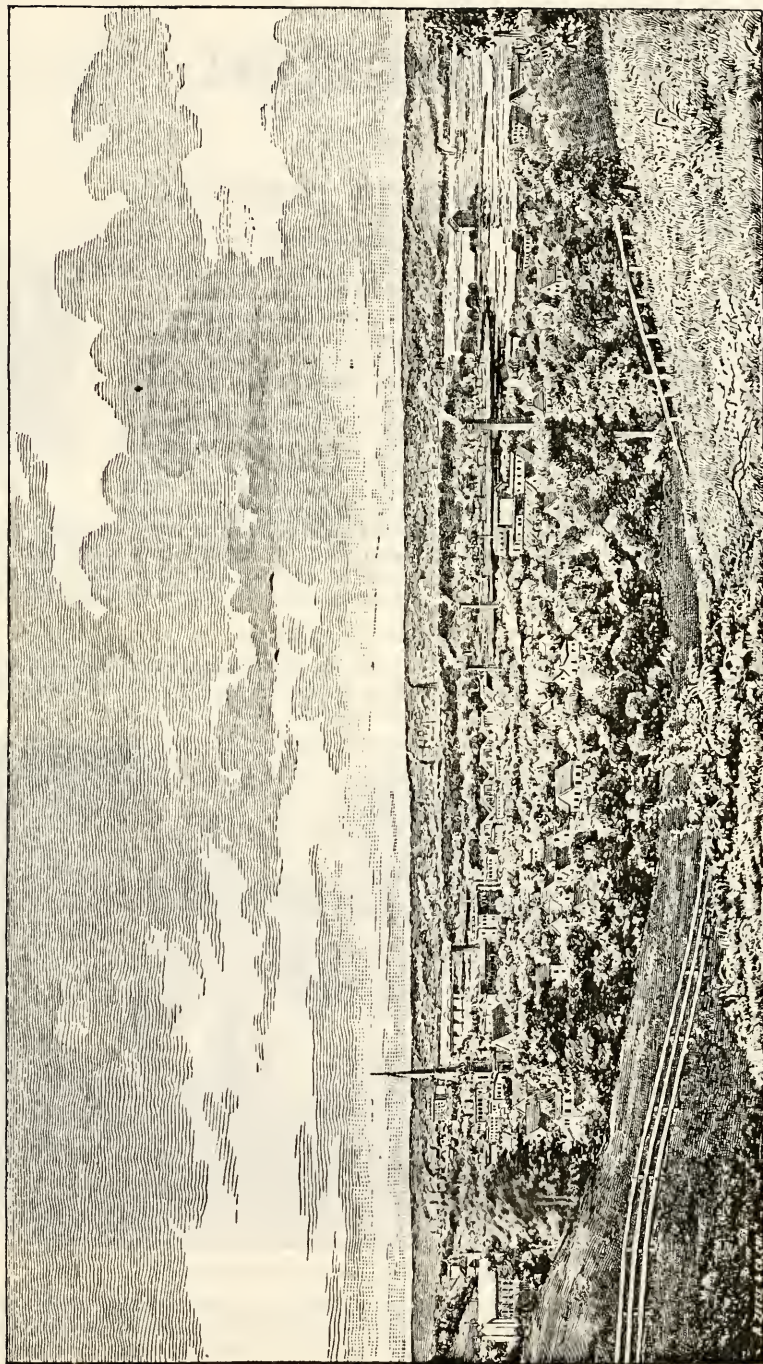
The leading Turner society of the state is here. There is a strong military organization in Company B, I. N. G.; a ball club; a boat and a canoe club; and nearly all of the various fraternities, orders, societies, and brotherhoods are represented.

SECURITY FIRE INSURANCE COMPANY.

This home company is endorsed without qualification by every bank and banker in the city. It affords absolute security to all holding its policies. It offers protection against loss by fire, lightning, and cyclone, the last by no means an improbable disaster. The Security has a capital of \$100,000.00. It has received in premiums since its organization about \$175,000.00. It has paid losses aggregating \$13,000.00, and numbering 201, the average size of the loss being not quite \$213.00. Its stockholders are the most responsible capitalists and business men of Davenport, and its officers are men of successful experience in business.

THE FEDERAL LIFE ASSOCIATION.

This is a Davenport company whose sterling character is vouched for by bankers and business men of this city, who are familiar with its workings and management. The Federal affords the safest and most perfect system of insurance. It provides for life insurance only, at the lowest cost consistent with security on terms of entire equity. Its special features commend the Federal as giving the most insurance for the least money possible.



OVERLOOKING THE CITY OF MOLINE FROM THE SOUTHWEST BLUFFS.

MOLINE.

GENERAL FEATURES.

OBJECTS OF THIS WORK.



ERE THIS a work of ancient history, it would dwell on the degree of civilization attained by the mound-builders and the character of the implements and utensils they used, showing the vast difference between their times and ours. Were it a book of modern history, it would linger on the explorations of De Soto, who discovered the Mississippi river in 1541, of Marquette and Joliet, who descended it almost to its mouth in 1673, and of La Salle, who in 1682 passed through it to the Gulf of Mexico and took possession of the country in the name of the King of France. Were it an account of Indian wars, it would recount the war-dances of the Algonkins, the Dakotas, and the Sioux. But it is intended for those now on earth, doing business and on the lookout for more advantageous localities, although there are those now living here who knew Keokuk and Black Hawk personally (the latter died October 3, 1838) before Moline attracted much attention. Manufacturing here dates back to 1840, when a rude dam thrown across Sylvan water at the foot of Rodman avenue supplied openings for seven wheels.

THE CITY'S LOCATION.

Moline, whose name signifies City of Mills, is distinguished for its healthful and beautiful location, as well as for the amount and excellence of its manufactures, which in one form or another find their way to almost every farm and into almost every



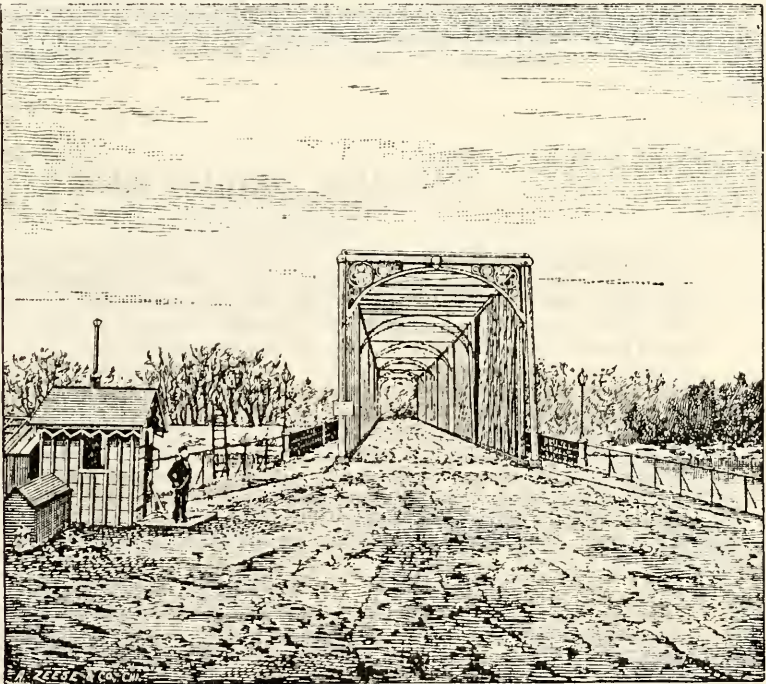
VIEW OF SYLVAN WATER, OPPOSITE MOLINE.

home from New York to Oregon, and from the great lakes to the Gulf of Mexico. The city is located on the south (the Mississippi running westerly for a few miles) bank of the river near the foot of the upper rapids, nearly midway between the

cities of St. Paul on the north and St. Louis on the south. Moline lies south of the eastern half of the Island of Rock Island, which has a length of three miles, reaching westward to the limits of the city of Rock Island, and southward almost to Rock river, three miles distant, and whose confluence with the Mississippi is some six miles below. The site of the city is attractive and beautiful. The lower or plateau part is largely filled with factories, which occupy the water-power and river bank for nearly two miles. Moline is rightfully designated as the "Lowell of the West," for it is one of the busiest, most thrifty cities in the Mississippi Valley, famed the world over for the variety and extent of its industrial interests as well as for the quality of their products. The city's bluffs and the plain stretching beyond them furnish the most desirable building opportunities.

SPLENDID ROWING WATER.

The accompanying illustration shows a part of Sylvan water, between the water-power wall and the Island. It is over a mile in length, by nearly 1,000 feet in width, affording the best sheet of rowing water, protected as it is on all sides, in the entire west. This course has been four times selected during the last ten years by the Mississippi Valley Amateur Rowing Association for its annual regattas. It is the only place on the great river where slack water in sufficient quantity can be found. Moline has its Sylvan Boat Club of 100 members, an organization which takes advantage of its fine opportunities for pleasure and practice.



MOLINE BRIDGE TO NATIONAL ARSENAL.

MUNICIPAL GOVERNMENT.

Moline has a population of over 11,000. The corporation limits are divided into seven wards, each of which has two representatives in the city council, one Alderman being elected for two years each alternate year. The rate of taxation, for all purposes, is 6½ cents on each \$100.00 equalized valuation. For 1887 the assessed valuation was \$1,720,555.00. The assessed valuation is on a basis of from one-sixth

to one-fourth of the actual value. The bonded debt is \$73,500.00. The City Marshal acts as health officer under the state law. The sanitary condition of Moline, as shown by its mortuary record, is remarkably high. The death rate during 1887 was less than two to each 100 of the population.

THE WATER-WORKS.

Moline has its complete system of water-works, ample for fire protection, household, and general purposes. The works were built in 1883 by Davis & Co., who operated them as a private enterprise till July 1, 1886, when they were bought by the city. They are located at the foot of Seventeenth street, and represent a judicious outlay of \$100,000.00. There are eleven miles of mains and distributing pipes, and 138 fire-hydrants, covering every point within the city limits. The pumping-station is 60 by 45 feet, of brick. Three Deane engines are used—one of 1,500,000 gallons capacity, and two each of 500,000 gallons pumping capacity every twenty-four hours. There is an inlet pipe furnishing the water which is over half a mile in length, and extends from the cistern, which is also a settling-basin, out into the channel of the Mississippi river, where the water is uncontaminated. A recent test has proved that ten good fire streams can be thrown a distance of 200 feet. In case of need, the engines of three of the largest factories in the city can be utilized to supplement the water-works, thus assuring fire protection. During 1887 the works pumped over 230,000,000 gallons of water. Fred Alsterlund is chief engineer.

The fire department is a complete, efficient volunteer organization of five companies, one for each fire district, which has proved its trustworthiness repeatedly. Each of the larger factories has its own fire department fully equipped.

THE PUBLIC SCHOOLS.

ORGANIZATION.

The public schools of Moline, of which W. S. Mack has been Superintendent for ten years, are the pride of the city, as much so as the manufacturing industries. No city east or west furnishes its youth better educational facilities. The schools are organized under what is known as the general school law of Illinois. Under the provisions of this act the management of the schools is entrusted to a Board of six members, two of whom and a President are elected each year, the first Saturday in April. The President holds his office one year, and each member of the Board three years. The Board elects its Secretary and its committees. The President presides at the meetings of the Board, votes in case of a tie, and signs orders. "He does not count to make a quorum, nor does he perform any other duties unless so directed by the Board." The school district is a political unit entirely distinct from the municipal unit, although the boundaries of the two are co extensive. This takes the school elections out of the field of party politics, the people being called upon in electing members of the School Board to consider only matters of school policy.

GROWTH.

Since the organization of the schools under the general school law, in April, 1873, there has been a steady growth commensurate with the development of the industrial interests of the city. From a population of some over 4,000 in 1873, the district had grown in 1887 to 10,514. The school population increased in the meantime from 1,533 to 3,111; the average monthly enrollment from 624 to 1,626; the number of teachers from 16 to 40, and the salary account from \$8,014.00 to \$21,092.00. The tuition per pupil, on average monthly enrollment, was, in 1873, \$12.84; in 1887, \$12.97.

PRESENT CONDITION.

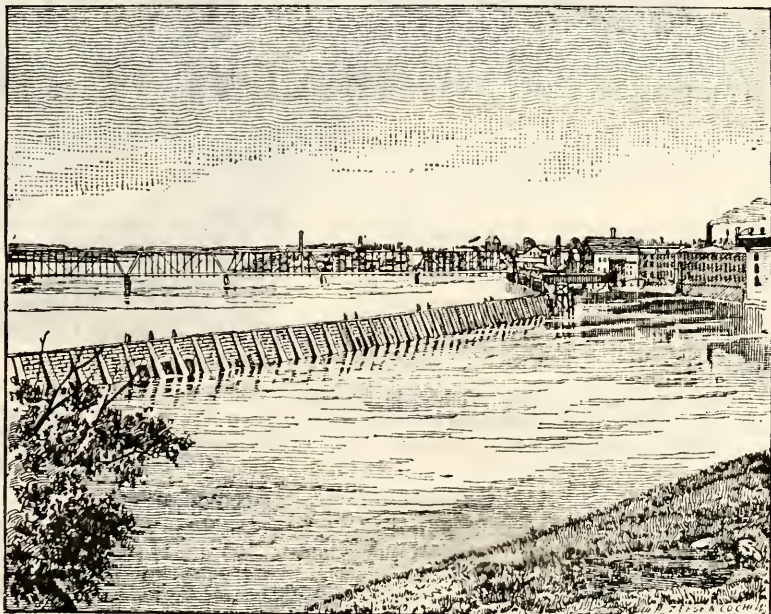
The district now owns six school buildings—four brick and two frame buildings—containing forty-two school-rooms, besides the high school, with ample accommodations for 1,900 pupils, and so distributed as to be easily accessible to the school

population. Nothing so quickly attracts the attention and calls forth the admiration of the stranger, and is at the same time the source of so much pride to Moline's citizens, as its attractive and well-kept school buildings and sites. Few, if any, cities of its size can boast of more valuable school property. The course of study covers eight years below the high school, and a four-year English and a three-year Latin course in the high school. Without going into the details of the course of study, two lines of policy to which the schools as a whole seem to be committed may be mentioned: *First.* The substitution of independent thought and investigation for the mere study and committing of texts, and as a result of and a means to this end, the establishment of school libraries and collections of specimens in the different buildings. *Second.* The systematic teaching of drawing, as another means of acquiring information, accompanied by the realization in different kinds of materials of the forms drawn, thereby providing thorough manual training for the development of a side of the child's nature heretofore neglected. Much more could be said concerning the school privileges which the people of this manufacturing city have provided for their children, and which should commend Moline to any who may be seeking investment for their capital and desirable homes for their families.

MOLINE WATER-POWER.

WHAT IT HAS ACCOMPLISHED.

The water-power of Moline has always occupied a prominent place in the history of the city, deciding its location, and for many years causing its growth. The enterprising pioneers of forty or more years ago were quick to see that a power easy



MOLINE WATER POWER TAIL-RACE.

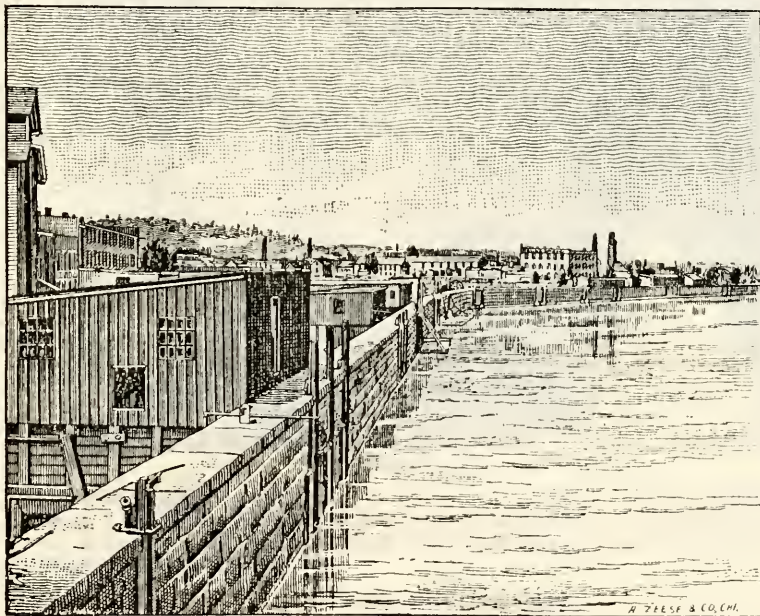
of development and vast in extent (from the peculiar character of the river) as this evidently was would attract a large industrial population, and prove a continuous source of growth and prosperity.

THE EARLY IMPROVEMENTS.

The first improvements of the power were crude, yet they attracted a few mills and manufactories, and from a beginning so small Moline has grown to be a manufacturing city whose reputation is national, and whose industrial products are known to almost every civilized country of the world. The water-power was hampered at the start by lack of capital—a not uncommon experience in those early times—and after passing through the hands of several parties, who in vain strove to supply the requisite capital, it came at length into the hands of the present company about twenty years ago.

THE PRESENT WATER-POWER COMPANY.

Soon after the passage of the water-power into the hands of the present company, the long-dreamed-of plan of a national armory and arsenal in the Mississippi Valley began to assume a definite form, and the Island of Rock Island was fixed upon as a suitable site. The Island had been reserved by the government for the purpose, and successfully held both against the settlers and land rings, which repeatedly endeavored



MOLINE WATER-POWER POOL.

to obtain possession. Fort Armstrong, a military post in the early Indian wars, was located at the lower end of the Island, and here numbers of young officers did service, many of them afterward becoming famous in the Mexican and Civil wars, notably Winfield Scott and Jefferson Davis.

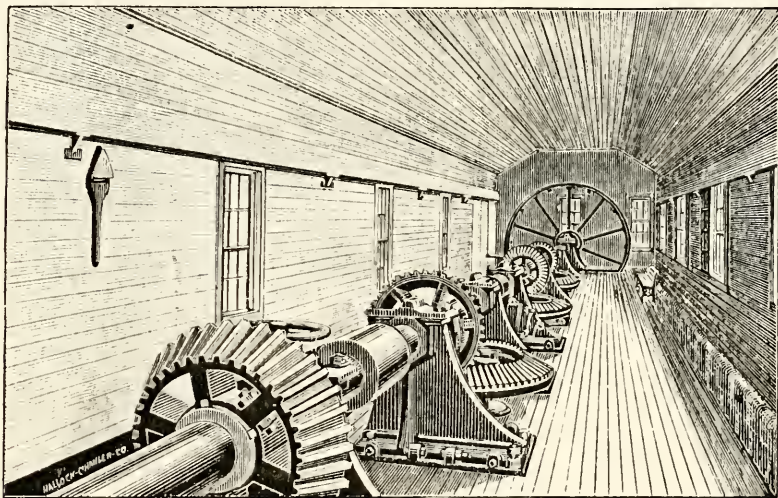
THE GOVERNMENT AND THE COMPANY.

Col. Davenport, whose name our sister city bears, had obtained a part of the Island, and made it his home, and several other small cessions had been made. D. B. Sears had secured a small piece of territory on the upper end of the Island, with the right to abut dams for water-power purposes, and in pursuance of this right, had built a dam from the west side of the Island to the little island in the main channel, and had erected a saw and a flouring mill. Mr. Sears' rights, together with those of the Davenport estate, were taken by the government and paid for under appraisement. It was proposed in addition to remove the dam and obliterate the

power, paying the Water-Power Company by a similar appraisement. But most strenuous protests were made against such a proceeding — although a sale would have been advantageous to the company — inasmuch as it involved the blotting out of the town, and meant virtual ruin to the industries built up by the water-power and dependent upon it, as well as surrendering the finest power site on the Mississippi river, with all its great possibilities of future advantage.

CONDITIONS OF THE AGREEMENT.

A final agreement, however, was made, by which the power was saved to the town, by the Water-Power Company surrendering the entire power to the government without consideration, save an agreement on the part of the government to enter at once upon plans for its complete development, and to maintain the same, and give the company one-fourth of the entire developed power free of charge for rent. As to what degree the power was capable of development, both the government



ARSENAL WATER-POWER MACHINERY.

and the company agreed that a twelve-foot head was practically obtainable, there being a fall of twenty feet over the rapids to this point. At this transfer to the government, appropriations were made and improvements begun on plans having such ultimate development in view.

CHANGES IN THE PLANS.

Subsequent changes in the plans were made, however, to enable the government to bring the power down to a point opposite the shops in the middle of the island. This extension of the power entirely changed the plans for the dam, and largely increased the amount of the work and the consequent expense, and took precedence over the general improvements on which the Water-Power Company were dependent for power, and also left a contracted tail-race for the escape of the water. These changes in plan rendered the water-power practically worthless to the company, as far as general utility was concerned, since the completion of the dam. But now work has been done in enlarging the capacity of the tail-race, and in improving the inlet to the pool, which has in a measure restored the water-power to usefulness.

POWER FOR NEW INDUSTRIES.

The result has been that many of our manufacturers during the past year have resumed the use of the power, which they had previously abandoned, and has enabled the company to put in new wheels, aggregating a large amount of power to

rent to new industries. Now that the Arsenal shops are completed, and can be equipped with machinery for their immediate use, the importance of completing the water-power for operating them on short notice has presented itself to the attention of the war department, and this work has been decided upon as the next step in the equipment of the Arsenal. This insures a power of uniform head at all stages of the water and during all seasons of the year the best on the Mississippi river, full of promise for the realization of the advantages expected from it by its enterprising founders and promoters.

MOLINE MANUFACTORIES.

THEIR PROSPERITY.

"What is the strongest inducement Moline offers new manufacturing enterprises to locate here?"

This question was asked by the writer of Hon. John M. Gould, one of the first business men, in point of time, to establish himself here. As President of the First National Bank for many years, as a prominent member of the Moline Water-power Company, as one of the great lumber firm of Dimock, Gould & Co., and as one who has been, and is, identified with the city's interests in many ways, he was thought to be thoroughly competent to meet the query. The answer was brief and significant—as full of meaning as if it had been amplified in the form of a book. It came in these seven words:

"The success of the factories already here."

Within a few years some of the largest industries of their kind in the country have been built up here. In every instance the start was made in a small way, and enlargements came as they were demanded by the growth of business. The steps taken have always been in one direction, and that upward and forward. What has been done here can and will be done again many times over. It is as certain as any future can be—as sure as the recurrence of the seasons—that within ten years the number of factories here will be more than doubled, while those established will go on expanding at a rate surpassing the national census. In most of the widely and wildly-boomed western towns the promises are all for the future; there are no redeemed pledges to exhibit for the past. Moline points to what has been achieved as the best evidence of the new advances which are to be made. The success of the factories already here afford the strongest inducement Moline can offer new manufacturing enterprises about to start, and those already established which desire to take advantage of better opportunities.

THE VALUE OF A GOOD NAME.

It is a modest statement that affirms that millions of dollars have been expended in carrying the name of Moline and its products all the way around the world. Through newspapers and magazines of every class and in every civilized country; by means of trade-circulars in many languages; by exhibits at state, national, and international expositions; by traveling salesmen and agents; by the work of agricultural implements in field-tests everywhere, and by innumerable plows, planters, cultivators, and machines in daily use in America, Mexico, Brazil, England and English provinces, France, Spain, Germany, Egypt, Japan, and even China, the name "Moline" has been made a familiar one. It has a value which represents a heavy outlay through several years, and yet its use is offered to all who care to avail themselves of it. The word "Moline" carries with it a kind of good-will and endorsement which for business purposes is invaluable.

THE WORLD FOR A MARKET.

The world being the territory from which Moline draws its trade, it follows that reverses or unfavorable years never come. A certain section of the country may have had a famine in 1886, or a flood in 1887, or it may be a scourge will come in 1888; but owing to the wide distribution of the products of Moline factories, nothing less than universal disaster can ever affect them.

PROSPERITY DISTRIBUTED.

With the success of capital comes the prosperity of labor. This is forcibly illustrated in Moline. Hundreds and hundreds of mechanics who have followed their trades have reached conditions of comfort, own their homes, and have a savings-bank account to meet the proverbial rainy day, or means with which to pass their vacations in travel, or give their children advantages which are unknown where idleness is common or starvation-wages paid. The working men of Moline do not need to be told that they have cast their lots in a fortunate place.

AN INVITATION.

With the foregoing introduction the reader is invited to make a tour through some of the larger factories, and satisfy himself of their extent and variety, first glancing at "A Year's Business," by way of preparing for the interesting round.

A YEAR'S BUSINESS.

MONEY WELL INVESTED.

Capital well placed at seven per cent interest is considered a fortunate investment. Government bonds yield only about half this interest; railroad stocks fall below it, and general business for a series of years is considered satisfactory if the profits equal it. But in the great majority of commercial ventures success is not the rule; it is the few and not the many who prosper. Looking over the statistics of Moline manufacturing since the close of the Civil war, it is found that the majority of enterprises started here have succeeded well; that business has increased and profits multiplied at a ratio largely exceeding the legal rate of money. Moline has been a notable exception to the rule in manufacturing centers in the east as well as in the west.

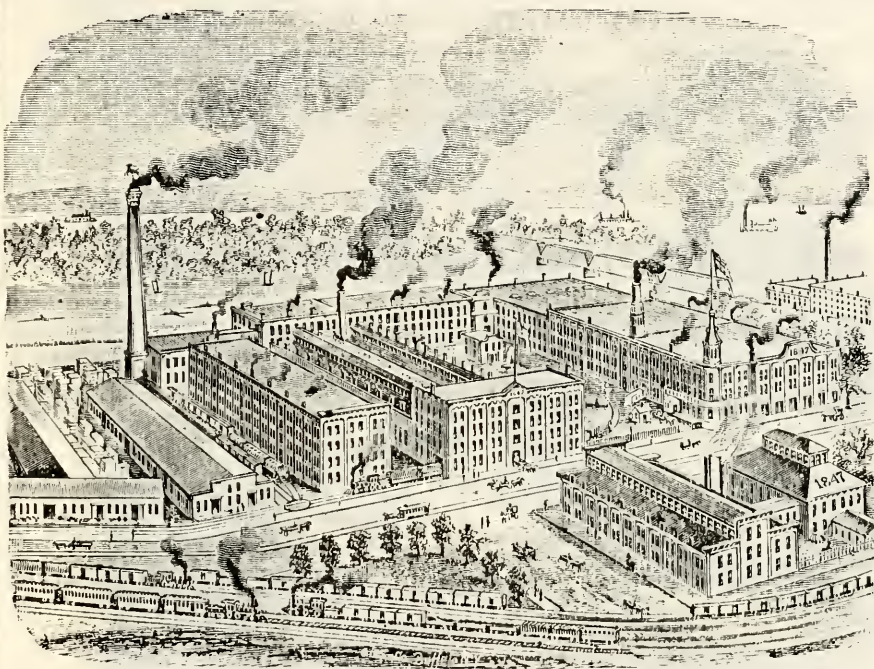
WHAT STATISTICS SHOW.

A personal canvass of every industry in Moline furnishes the figures used herewith. They are not exaggerations. The capital invested in manufacturing enterprises at the close of 1887 was \$7,935,000.00. The number of employes on the pay-rolls for the year was 3,768. The amount paid for wages, \$1,859,000.00. And the aggregate of business transacted was \$7,120,000.00 — the largest in the history of the city. The number of men indicated, it is only fair to note, have not been employed continuously, for the reason that here, as elsewhere, the "busy season" occurs, and it is made the most of. The saw-mills, too, usually cannot run more than from seven to eight months, on account of snow and ice. But on the whole, the average mechanic and employe, the worker in wood and iron, is certain of regular employment twelve months in the year.

DEERE & COMPANY.

Forty years ago, when Moline was but a small village, with no special commercial advantages, when railroads were unknown, and steamboats were the only freight lines, a far-seeing mechanic — John Deere — who recognized in the immense water-power which might be utilized the key to a successful business future, chose the spot as a base of operations and set up his little plow-shop on the banks of the Sylvan water. It was not much of an establishment. A small two-story and basement frame building, with a one-story L, in which were two or three forges, a large grindstone, and some machinery of rather primitive style run by water-power, in addition to the ordinary tools of the blacksmith's trade, a wood-worker's bench or two, and a small paint-shop. That was about all. Here was continued the manufacture of steel plows which had been commenced at Grand Detour, Ill., a short time before. The first year's output would hardly stock the warehouse of an ordinary implement-dealer of to-day, and yet it was a successful year's business. Who could have prophesied that the immense establishment represented in the accompanying cut

would be in so short a time as forty years the outgrowth of this small beginning. The secret of the grand success that has so universally attended the business started in so small a way nearly half a century ago, and which still attends it, has been the determination carried out through all these years to make the best goods possible by conscientious painstaking, the employment of the most skilful mechanics and the most approved machinery, and the use of only the best material the market



DEERE & COMPANY'S WORKS.

affords. This course of action is what has made the "John Deere Plows" known the world over; and wherever known, most popular. This institution has done much for the community in which it is located, and is a credit to the city as being the largest establishment of its class in the world.

MOLINE PLOW COMPANY.

The next illustration does injustice to the immense shops of the Moline Plow Company, and yet it furnishes some idea of the facilities at command for manufacturing far more than a thousand plows weekly, to say nothing of other agricultural implements. The works cover more than two acres of ground — which means more than eight acres of floor space — and every square yard of it is crowded with men, machinery, and material for the conversion of train-loads of coal, iron, steel, and lumber into the finished implements, which are carried by rail, river, and ocean-steamer to the four quarters of the earth. The Moline Plow Company is an institution of no less rapid growth than of enduring character. It was organized twenty-one years ago, with a capital stock of only nominal proportions, but by men of more than ordinary resources in the way of energy and enterprise; by men who had faith in Moline as well as in the development of the great west and the means which must be largely used to accomplish it — by implements which, to use the expression of one of the first of statesmen, himself a farmer, "when they tickled the soil caused it to laugh with a harvest." On reaching the age designated as that of legal manhood, this

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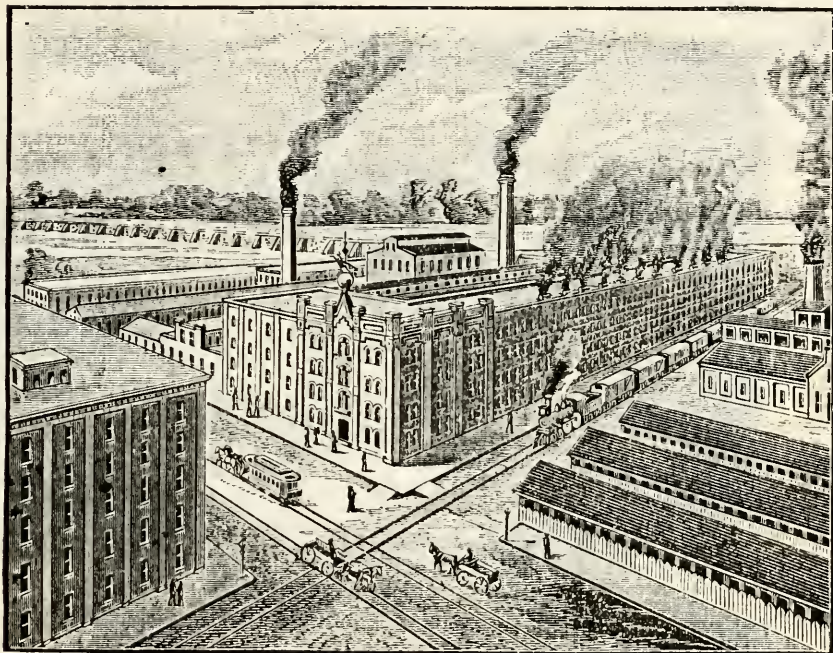
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company finds itself possessed of a vast estate in the way of territory; of a manufacturing plant which few of the largest cities can equal; of an established and growing business, and of an army of skilled employes and agents. The twenty-five employes of the first year have grown to be twenty times as many. The small shop has divided itself into departments, and these have become a great factory, with branch establishments in Kansas City, Omaha, Des Moines, and Minneapolis, and extensive agencies and supply-houses in Cincinnati, Columbus, Peoria, Toledo, St. Louis, San Francisco, Sacramento, and Portland. Each year of the life of this company has wit-



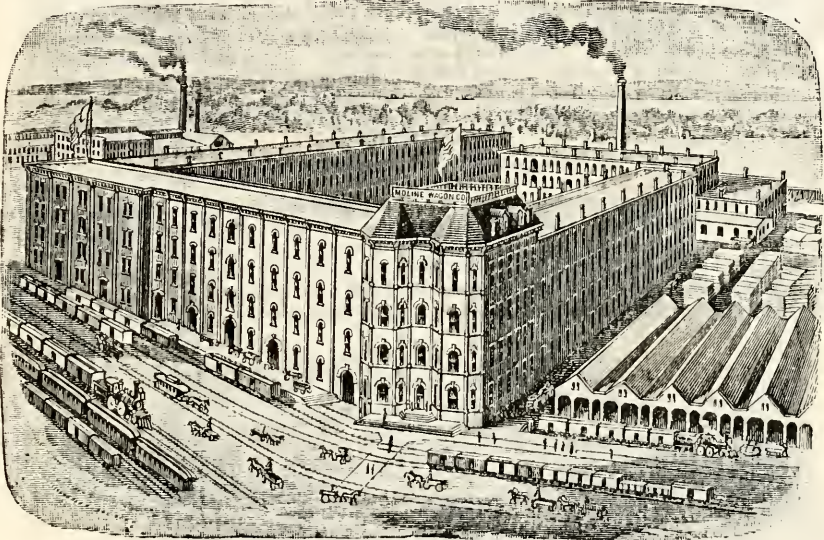
MOLINE PLOW COMPANY'S WORKS.

nessed enlargements, and 1887 is no exception. Two large brick structures, one 54 by 78 feet, three stories, and the other 30 by 50 feet, three stories, have been added, with the view of enlarging the manufacturing facilities. The President of the Moline Plow Company for many years has been Hon. S. W. Wheelock, a prominent factor in Moline's history. Associated with him as Secretary is A. L. Carson, and a large and efficient executive force.

MOLINE WAGON COMPANY.

Moline is a magical world. There is an enchantment about it which is wonderful. Yet the city in which mills and factories have been founded, and which have flourished marvelously, is subject to no power of sorcery. The agencies have been the same in all—a combination of favorable circumstances and the application of the strict rules of business to them. What true merit in the product combined with executive ability and business sagacity can accomplish in such a location as this has a striking illustration in the upbuilding of the Moline Wagon Company, a fine view of whose extensive works is given on the next page. If the plow is the fittest emblem of agriculture, the wagon certainly holds the place of the farmer's best friend. It is his independent line of transportation, which can never be subjected to government control through inter-state laws. The maker of a good wagon is the helper of the agriculturalist. The company which is the subject of this sketch is

one of the largest manufacturers of farm and spring wagons in the world. Its most gratifying growth has been within the last fifteen years, during which the capacity has been more than quadrupled. The two-story shop, 60 by 80 feet, has been transformed into four-story brick structures, covering, with the warehouses and lumber-sheds, about six acres of ground. The thirty employes who began with the organization of the company have multiplied more than fifteen times, while the addition of machinery has been supplied in an equal ratio. Add to the skilled workmen the toughest and best-seasoned lumber and every mechanical device, and to this fifteen years practical experience and the most watchful supervision over every detail, and



MOLINE WAGON COMPANY'S WORKS.

the secret of success becomes known. Nothing has been left to chance. Every step of progress has been made in the face of fierce competition. Despite all obstacles, and by sheer force of time-tried worth, the Moline wagon has taken its place by the side of the Moline plow as having a superior nowhere. In different parts of the country the company has distributing houses, including Minneapolis, Winnipeg, Des Moines, Kansas City, St. Louis, Indianapolis, Fort Worth, and Salt Lake City. The President is Morris Rosenfield, whose genius has directed the affairs of the company from the first.

LUMBER AND WOODEN-WARE.

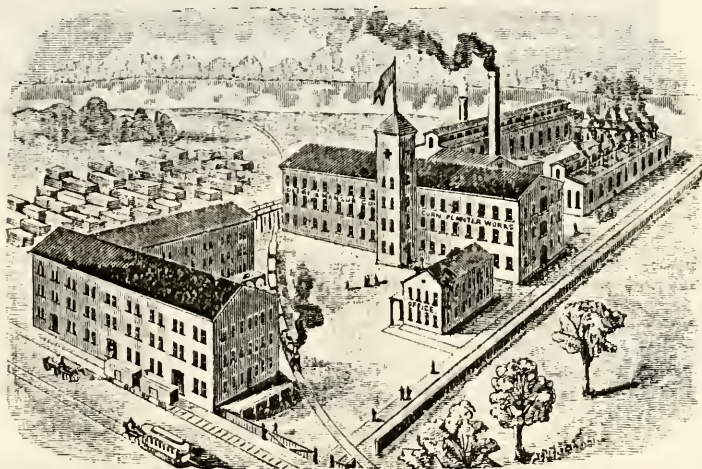
Next in importance to the manufacture of agricultural implements comes the lumber interest, which if not more extensive than that of any other city on the Mississippi river, is certainly far more varied. It gives employment to nearly 500 hands, who receive in the way of wages more than \$200,000.00, while the business of a twelve-month runs up to about \$1,000,000.00.

The firm of Dimock, Gould & Co. is the oldest in continuous business in Moline. The senior member of the firm, J. M. Gould, with D. C. Dimock, recently deceased, began the manufacture of tubs and pails in 1852, in a frame building on what is now the Island of Rock Island—the site of the National Arsenal and Armory. During the last year the company had a force of 275 men, the most of them the year through. Although they cut 20,000,000 feet of lumber and 3,000,000 lath, this was by no means the extent of their business. In another department of their works they made 600,000 wooden pails, 120,000 tubs, and 120,000 washboards. Nor is this all. A third department is devoted to the manufacture of paper-pails, and of these 135,000 were made.

The Keator Lumber Company, like that of Dimock, Gould & Co., has been tried by fire as well as by time. Each has proved its strength, while their prosperity was never more marked than it is to-day. Mr. J. S. Keator is a pioneer in the felling of pine trees, the rafting of logs and their conversion into marketable lumber and building material. He has not only seen great changes in the business, but he has been at the front in making them. The Keator mill is now one of the most perfect in the northwest. During the past season it cut 22,500,000 feet of logs, 4,000,000 lath, and 3,000,000 shingles. In 1874 B. C. Keator became a partner, and since that time three other sons have become stockholders — S. J. Keator, F. W. Keator, and E. B. Keator. The paid up capital stock is \$200,000.00. In 1862, in 1870, and in 1883 the mill was burned, but after each fire, and before the smoke had blown away, a larger and better mill was begun. The present main building is 64 by 185 feet, corner posts 30 feet high. The cost was \$75,000.00. A band-saw just added makes the capacity of the Keator mill 30,000,000 feet annually. A planing-mill has lately been completed, at a cost of \$10,000.00. About twenty acres of ground are occupied by mills and yards. The employes number 175, and the last year's business amounts to \$500,000.00.

DEERE & MANSUR COMPANY.

Eleven years ago the corn-planter works of the Deere & Mansur Company were organized, and in the interval of little more than a decade they have taken their place by the side of the largest in the country. Employment is given to more than 150 men. The main building occupied is a slightly brick structure, four-stories, 180 by 60 feet, and supplied with the best machinery the ingenuity of man has devised. The corn-planter, while it is the implement to which attention is largely turned — no

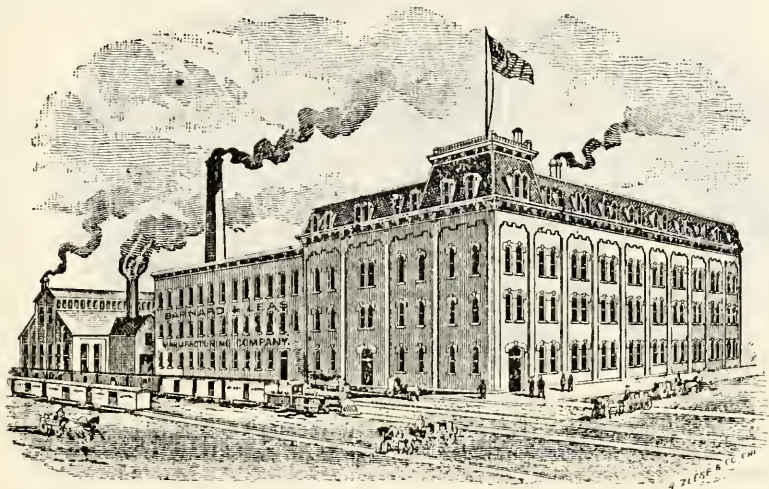


DEERE & MANSUR COMPANY'S CORN-PLANTER WORKS.

less than six kinds being made — is by no means the only implement manufactured by the company. Four lines of check-rows, three of stalk-cutters, three of seeders, four of sulky-rakes, with garden-cultivators and seeders, harrows, and drills, give an idea of the variety of demands which this house is able to supply. The history of western industries does not afford an instance showing where a new enterprise has found business at its command, from the day its implements were placed upon the market, comparable with this. The name "Moline" was worth a fortune to the corn-planter works from the beginning. It has equal value awaiting factories yet to locate here. The name means superiority of workmanship and design; it signifies merit, and is accepted as such everywhere.

BARNARD & LEAS MANUFACTURING COMPANY.

From an insignificant beginning in 1860, in a small two-story frame building, the Barnard & Leas Manufacturing Company has developed into the largest manufacturing house of its kind in the country. They have followed enlargements with additions until the shops now cover nearly a block and a half, and furnish about two acres of floor-room. On visiting these shops the stranger is suddenly convinced that he is inside a vast bee-hive of industry. Machine departments, foundries, paint-shops, and wood-working floors all unite to tell the story of well-directed energy. Two hundred employes, mostly skilled mechanics, have their places. At the start, only one machine was made—a smutter and separator. To-day the Barnard & Leas Manufacturing Company are prepared to furnish throughout the largest flouring-mill



THE BARNARD & LEAS MANUFACTURING COMPANY'S SHOPS.

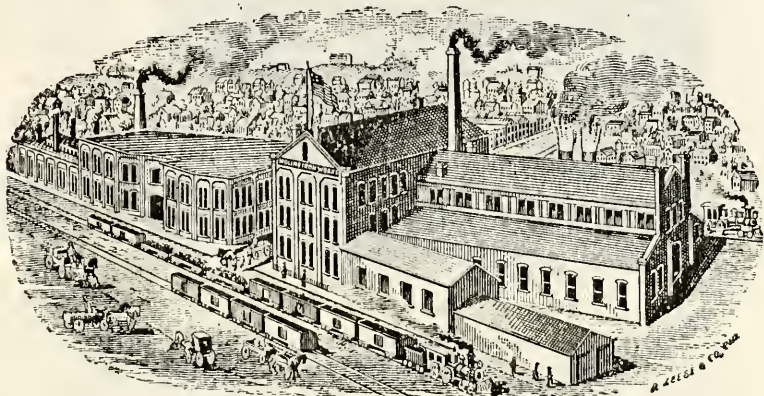
with their famous separators, smutters, scourers, corn-shellers, cleaners, packers, purifiers, reels, and rollers. Mr. Barnard is the inventor of several of these machines—the best of their kind—and they are made exclusively by his firm. As one item of the past year's business, it may be said that this house has built and equipped over one hundred flouring mills and elevators. Their agents in London, England, Rio Janeiro, South America, and other foreign countries annually call for carloads of their machines. The business of 1887 amounted to nearly half a million dollars.

MOLINE PIPE-ORGAN COMPANY.

The observing reader has by this time noted that Moline's industries are not confined to one line. The Moline Pipe-Organ Company, of which Lancashire & Turner are the proprietors, was started in 1871, incorporated in 1879, and during that time the instruments which they make have received the endorsement of the best-known organists. Instruments ranging in price from \$500.00 to \$20,000.00 have been built; among many others, for the following churches and societies: Sinai Synagogue, St. Andrew's, St. Paul's, Armour's Mission, Swedenborgian Temple, Western Ave. M. E. Church, Chicago; St. Paul's Episcopal Church, Evansville, Ind.; Grand Ave. and Dundee M. E. Churches, Kansas City; First Congregational Church, St. Louis; Swedish College, Lindsborg, Kas.; the Congregational Church, Des Moines, Iowa; the M. E. Church, Muskegon, Mich.; Congregational Church, Michigan City, Ind.; Presbyterian Church, South Bend, Ind.; the M. E. Church, Greenville, Penn.; Congregational Church, Fergus Falls, Minn.; Catholic Cathedral, St. Cloud, Minn.; Presbyterian Church, Burlington, Iowa; Swedish Lutheran College, St. Peters, Minn.

THE MOLINE IRON WORKS.

Alfred Williams founded what is now the great iron works of Williams, White & Company, in 1854, and he has been a witness of the steady growth of what was one of Moline's earliest enterprises until now it is one of the largest. The large buildings, shown by the illustration, are arranged for the special work of the company, and are supplied with the most complete machinery. The officers and principal owners are: Alfred Williams, President; M. H. White, Vice-President, and H. A. Ainsworth, Secretary and Treasurer. About two and one-half acres of ground are occupied by the shops. The foundry is 114 by 60 feet; pattern-shop, 120 by 40 feet, three stories; the machine and other departments are of similar proportions. One



THE MOLINE IRON WORKS.

hundred mechanics and moulders find constant work. A specialty is made—though all kinds of work is done—of power-hammers, drop-presses, and the “bulldozer,” a machine for forging by pressure. The “bulldozer” has been made to order for such establishments as the Pullman Car-Shops, at Pullman, near Chicago; the Illinois Central; Chicago, Burlington & Quincy, and other railroads; the Cooke Locomotive Works; for shipbuilders, and other heavy workers in iron and steel.

MOLINE SCALE COMPANY.

Moline scales weigh the grain and the live stock of the northwest. The Victor Scale Works continued business here from 1868 to 1877, when Major Josiah Grout bought the plant, enlarged the business, and changed the title-word to “Moline.” From that time the growing capacity of the shops has nearly always been behind orders. Railroad track scales, all kinds of wagon scales, stock and hay scales, and a variety of portable and dormant scales are manufactured.

MALLEABLE IRON WORKS.

There are two of these establishments, both very extensive—among the largest of their kind in the west. The Union Malleable Iron Company and the Moline Malleable Iron Works together have a capital invested of \$200,000.00. They give employment to 325 hands, and pay yearly in wages \$160,000.00. The aggregate of sales for 1887 reaches \$400,000.00. Over 6,000 tons of malleable iron castings have been made in the past twelve months, and it is used all over the northwest, though the Moline manufacturers consume the greater portion of the product. This business has grown to its present proportions since 1870.

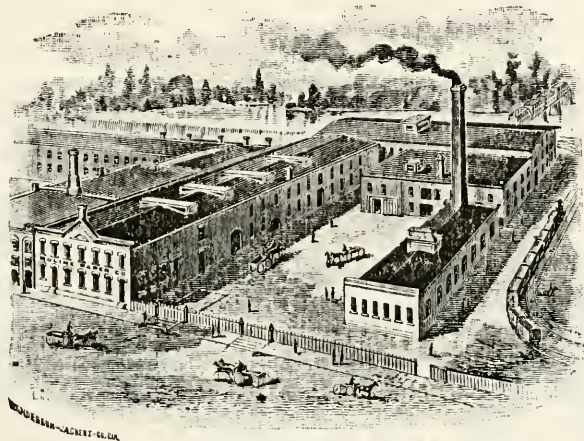
BOILER WORKS.

There are two important boiler shops in Moline, those of Thomas Trumble and M. Schillinger. Moline boilers, as well as Moline engines, are favorably known at home and abroad.

MOLINE PAPER COMPANY.

Moline paper finds its way not only into every state and territory of the union, but into the home of nearly every family composing the more than 60,000,000 people.

For its paper-mill, as for other of its most successful enterprises, Moline is indebted to S. W. Wheelock, a man of large and varied business experience and tact; one who has had from the first firm confidence in the city's future, and one who has spent his best power and money in developing its manufacturing interests and resources. Mr. Wheelock came to Moline in May, 1851, and bought the present site of the paper-mill. A one-story frame building, 30 by 75 feet, answered for the inception. Two



MOLINE PAPER COMPANY'S MILLS.

forces of men are employed, and the nature of the process requires the mills to be run the year around. Such newspapers as the Chicago Tribune, Inter-Ocean, Staats Zeitung, the St. Louis dailies, and scores of journals in cities of the second class, like Peoria, Quincy, Dubuque, Des Moines, and Burlington, get their supplies of paper here. During 1887 over 2,000 tons of print and wrapping-paper were manufactured. The capital invested is nearly \$100,000.00. Sixty employees are engaged.

MOLINE BUGGY COMPANY.

This enterprise is one of the comparatively new industries, yet it is one that has made a high mark. It occupies buildings adapted to its objects, and during 1887 kept fifty mechanics busy. All kinds of buggies, spring wagons, phaetons, road-carts, and buck-boards are manufactured, the number for the past season being over 1,500.

PRINTING-HOUSES.

The Porter Printing Company is unexcelled in the east or west in its reputation for fine printing. Moline products may be correctly judged by the character of their advertising, which is always all that art and skill can produce, backed by uncramped facilities. J. H. Porter is the head of this house.

The Plowman Publishing Company of Warr & Kuhn does a very large business in the way of class-papers and publications.

UNION MANUFACTURING COMPANY.

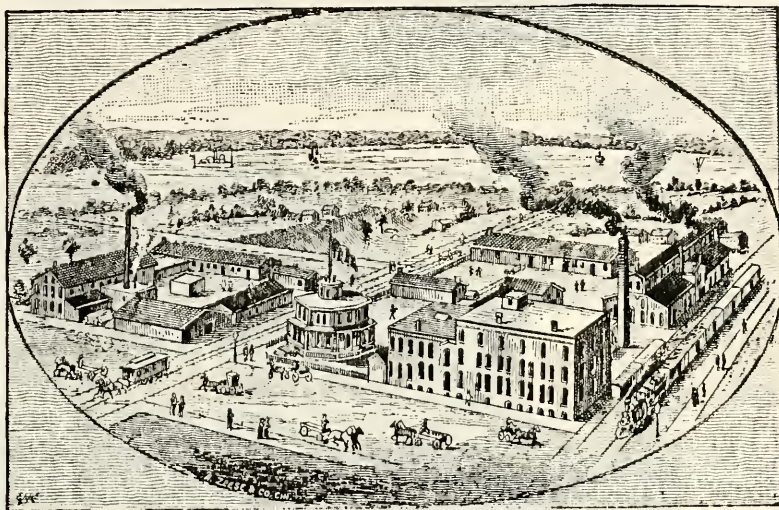
This is a new company, or rather an old one which has been drawn to Moline from Iowa City, Iowa, by the superior business inducements offered here. It manufactures the "New Method" combined hot water and air furnace.

OTHER ENTERPRISES.

This book does not profess to notice in detail all the industrial enterprises of Moline, but it aims to present those which show the variety and the extent of the business. Among the remaining industries are the following: The Moline Elevator Works; several wagon shops; a brass foundry; four large brick-yards; four cigar manufactories; two furniture factories; the Moline Cabinet-Organ Company; L. H. Barker's pump works; the Moline Screw Company; the Moline Stove Company.

MOLINE PUMPS.

Plows, planters, and pails by the ten thousand, paper by the thousand tons, so there are pumps almost without number. The Moline Pump Company, whose extensive works are shown by the illustration, has made for itself and its goods a wide and enviable reputation. It has been expanding since 1866, when the senior member of the company began manufacturing pumps on the island. The first year's work



MOLINE PUMP COMPANY'S FACTORY.

amounted to 1,100 pumps; the second, 2,000; the fourth, 5,000; the seventh, 15,000, and the increase has been in that ratio ever since. In 1887 the company gave employment to seventy-five hands.

The Moline Pump Works, of the Huntoon Brothers, is a growing institution, and demonstrates that Moline is becoming a pump as well as a plow center. It is a much younger institution.

BANKS, POST-OFFICE, ETC.

FINANCIAL INSTITUTIONS.

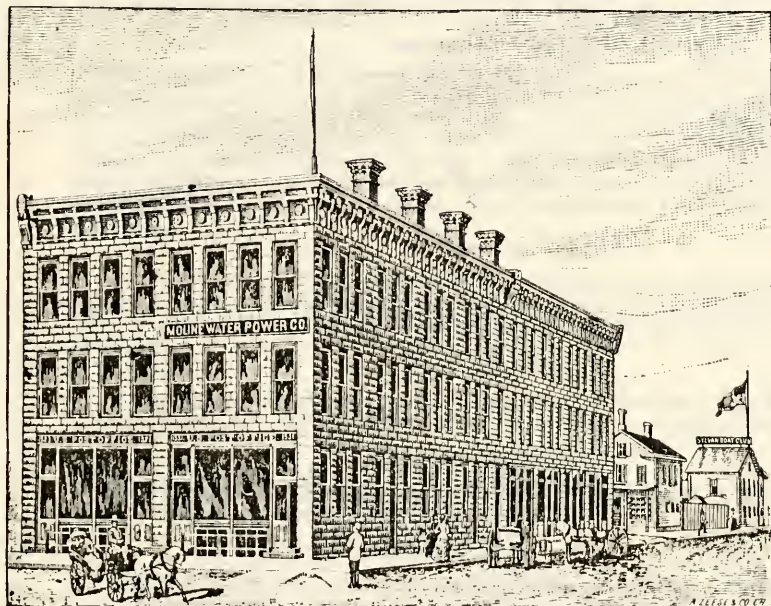
First National Bank.—This institution was organized November 16th, 1863, and began business on the following 22d day of December. Its officers are: J. M. Gould, President; J. T. Browning, Vice-President; J. S. Gillmore, Cashier. It has a capital of \$150,000.00, and a surplus of \$30,000.00. At the time of its last statement its resources were \$638,129.99.

Moline National Bank.—This bank began business April 1st, 1872, as the successor of the Manufacturers Bank. Its officers are: S. W. Wheelock, President; Porter Skinner, Vice-President; Charles F. Hemenway, Cashier. It has a capital of \$100,000.00, and a surplus of \$20,000.00. At the time of its last statement its resources were \$255,463.48.

Moline Savings Bank.—This is the only chartered savings bank in Rock Island county. Its officers are: S. W. Wheelock, President; Porter Skinner, Vice-President; Charles F. Hemenway, Cashier. It has over 1,200 depositors, and more than \$280,000.00 in deposits. That this number of workmen should have savings-bank accounts is good evidence of their frugality and thrift.

THE POST-OFFICE.

The accompanying cut shows that the Moline post-office occupies for its home one of the handsomest buildings of any post-office in the United States. The block was built with the special view of meeting the wants of the postal-service. It is a three-story stone structure, in the very center of the city. The income from this office during the year 1887 was over \$17,000.00. The domestic money-order business increase



MOLINE POST-OFFICE BUILDING.

during the year was a little over twenty-five per cent, and during the same time the international money-order business increased a little over thirty-three and one-third per cent. Moline, like all first-class cities, has the free-delivery service, which, with the general service, is very efficient. D. W. Gould is Postmaster.

BUILDING, SAVINGS, AND LOAN ASSOCIATION.

Another evidence of the prosperity of the laboring classes of this city is found in the number of patrons of the Moline Building, Savings, and Loan Association. The current series of stock is the thirtieth, and the total number of \$100.00 shares issued is 1,802. The gain on the first series has been \$22.47, equal to an interest of thirteen per cent per year from the date of the organization, in June, 1880. The rate of gain in 1887 was considerably above the average — seventeen and one-half per cent, against ten and one-half per cent in 1886. The assets amount to \$76,338.23, of which \$61,977.00 is in real estate loans, and the rest in cash, notes, and interest. The fact that the association has not had a single foreclosure since it was organized is evidence of the good judgment that has marked the business management. The officers for 1888 are: P. C. Simmon, President; E. E. Wheelock, Vice-President; J. W. Warr, Secretary; W. W. Bearby, Treasurer; W. J. Entrikin, Attorney. Auditing Committee: L. B. Kuhn, W. S. Mack, C. E. Kneberg. The Secretary in his last report says: "I feel proud of the association's healthy growth, and of the fact that no questionable methods of business have stained its record. I am glad that the policy of the Board of Directors has been to make it the friend of deserving men, rather than as a means of showing great gains at the expense of those who are struggling to make better men of themselves and better citizens of the community, by becoming owners of homes."

THE BUILDING RECORD.

A SPLENDID SHOWING.

The building season has not been "boomed," yet a quarter of a million dollars has been expended on new factories, additions to old ones, and in more than a hundred neat homes for workingmen. Moline, always progressive, has never gone forward with such a rush that backward steps had to be taken.

THE GRANT SCHOOL.

This is one of the handsomest, and at the same time one of the best-arranged, school structures in Illinois. It was built during the year 1887 at a cost of \$25,000.00. In the basement are a boys' and a girls' room, and two corresponding rooms for other purposes around the ample corridor. The first floor has four class-rooms, each 26 by 26 feet, with two cloak-rooms out of each. The second floor has the Superintendent's office in addition. Important changes have been made in the interior of the high school building during the past season. (See illustration of Grant school building on page 104).

B. C. KEATOR'S RESIDENCE.

This occupies one of the most commanding sites on the central bluffs, and overlooks not only all of Moline and part of Rock Island, but affords a grand stretch of up-river view and the city of Davenport, across the Mississippi river. Its cost is \$12,000.00.

NEW PLANING-MILL.

As mentioned in the notice of the Keator Lumber Company, this firm has added a brick planing-mill, 60 by 130 feet in size, at an expense of \$10,000.00.

FACTORY EXTENSIONS.

The Moline Plow Company has erected a three-story brick, 30 by 48 feet, and a second addition, also three-stories, 64 by 87 feet.

ELECTRIC LIGHT PLANT.

The Merchants Electric Light Company, spoken of more in detail elsewhere, have put up a building which, with general plant, cost \$20,000.00.

BUSINESS BLOCKS.

Several new business blocks have helped to supply the demand for more room. Among them are the Chase block on Fifteenth street, and the fine three-story stone building on Sixteenth street by Swensson & Bortner.

OTHER BUILDINGS.

The Baptist Church Society has just erected one of the handsomest temples of worship in the state. J. E. Poole is building a \$3,000.00 residence on Fifth Avenue. And in the way of dwellings, not less than one hundred, costing from \$2,000.00 downward, have been erected.

MOLINE BUSINESS ASSOCIATION.

THE OBJECTS AND OFFICERS.

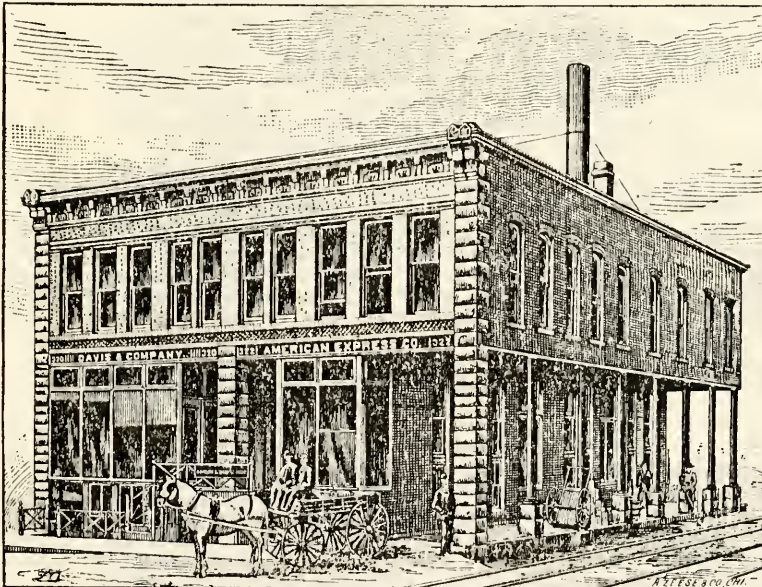
Organized action is well-directed, harmonious action. The various interests of Moline unite in working together to promote the common good through the Business Association. It has a large and representative membership, and permanent quarters at 305 Sixteenth street. The officers are: Charles H. Deere, President; William C. Bennett, First Vice-President; Eugene Lewis, Second Vice-President; L. E. Fish,

Secretary; J. W. Atkinson, Corresponding Secretary; G. H. Sohrbeck, Treasurer. The Board of Directors is composed of C. H. Deere, J. S. Gillmore, J. W. Atkinson, C. F. Grantz, William C. Bennett, R. A. Smith, Eugene Lewis, G. H. Sohrbeck, and Gustaf Swensson. The association is at all times, and in all ways, ready to help any project the object of which is to advance Moline's material and general interests. New manufacturing enterprises about to engage in business, and those already established desirous of changing their locations, will be enlightened, and perhaps benefited, by opening correspondence with the Moline Business Association. Plans for river improvement, questions of transportation, and all others affecting the city's business, are given careful consideration. Any desired information about the city, its advantages, factories, schools, and prospects, will be furnished.

LIGHT AND HEAT.

AN IMPORTANT IMPROVEMENT.

The Peoples Light and Fuel Manufacturing Company is a corporation of which Moline, as a city, and its patrons have no right to grumble. Its proprietors are energetic citizens, who have exhibited their faith in the city by their works many times. Davis & Company, who form the controlling spirit, are a firm of which a



DAVIS & COMPANY'S OFFICE BUILDING.

larger place might well be proud. It was they who, in 1883, built, as a private enterprise, the complete water-works which the city now owns, and operated the same nearly three years, proving completely the capacity of the works for actual service, and at the same time their ability as engineers. The Peoples Light and Fuel Company own the lighting facilities of the city, and since the gas plant was placed in their hands they have largely improved the output of gas. The price ranges from twenty to forty per cent cheaper than in other cities of Moline's size. The

progressive spirit of these gentlemen caused the erection, during the past season, or the plant of the Merchants Electric Light Company in the western part of the city—a location specially favorable, for two reasons: It enables the company to avail themselves of the excellent water-power, and to occupy a central position from which they can furnish electric light to the cities of Rock Island and Moline, the heart of either not being two miles distant in a direct line. This it is proposed to do: To utilize the great water-power of the Mississippi river by applying it to the generation of electricity for the complete lighting of the three cities. The main building to serve this purpose is 40 by 76 feet. It has a boiler and pump-room 37 by 52 feet. The company have the exclusive use of the water-power for this purpose, using six wheels, which will furnish 600 horse-power of water. This power, in case of accident, is reinforced by two steam engines and a battery of four boilers, capable of generating an additional 400 horse-power when wanted. The plant is thoroughly equipped with electrical appliances—dynamos. The company is prepared not only to supply light and heat, but it is ready to negotiate for electric motors in all parts of Davenport, Rock Island, and Moline, for all uses. Moline's sources of light, in addition to the gas works, consist of 100 arc and 200 incandescent lights. The improvements described approximate an outlay of \$20,000.00.

OTHER INSTITUTIONS.

THE MOLINE PRESS.

Moline has two daily papers and two weeklies. The Evening Dispatch, now in its tenth year, represents the daily Chimes, which it absorbed a year ago, and in its weekly issue the Review, with which it was consolidated some seven years since. The Moline Evening Dispatch is a seven-column folio sheet which is a credit to the city and loyal to its every interest. P. S. McGlynn is Editor, and J. K. Groom Business Manager. The Dispatch is republican in politics.

The Moline Republican issues evening, Sunday morning, and weekly editions. The paper is now in its sixth year. It is a seven-column, vigorous, well-edited journal that is jealous of Moline's good name, and its earnest advocate. It is published by the Republican Company. Ezra Eastman is Manager.

The Western Plowman, which has lately lengthened its name and enlarged its usefulness by joining the South and West to its force, is a monthly agricultural journal of thirty-two pages. That it is the best of its class is proved by its large circulation—now more than 30,000 and rapidly growing—among the most progressive farmers of the west. It is meritorious and original on every page; thoroughly practical, and what is not common among agricultural papers, it is always readable and suggestive. It has an intelligent and appreciative constituency. J. W. Warr is Editor, and L. B. Kuhn Business Manager. From the Plowman office several educational publications are issued.

FREE PUBLIC LIBRARY.

The Moline public library was started in 1872 by a public subscription of \$5,576.00, and opened June 6th, 1873. It occupies permanent and commodious rooms in a fine brick building donated forever for library uses by Hon. S. W. Wheelock and wife. It contains nearly 8,000 volumes of the best books, besides most of the current newspapers and periodicals. It is a growing monument attesting the intelligence of the people of the City of Mills. The annual revenue for the maintenance of the library is derived from municipal tax, rents, and subscriptions. The institution is freely patronized, the yearly circulation of books being about 20,000, and the average monthly attendance over 2,000.

CHURCHES.

Moline has ten church buildings, some of them being costly structures. The denominations are represented by two Baptist houses, one Congregational, one Catholic, two Lutheran, three Methodist, and one Unitarian.

SOCIETIES, ETC.

The Young Men's Christian Association is a live organization, which is doing much good. During the past winter an excellent course of lectures has been given under its auspices. The Associated Charities is another moral agency which has contributed largely to the help of the distressed. The various orders and fraternities, as the Masons, Ancient Order United Workmen, Modern Woodmen, Good Templars, Druids, Odd Fellows, the Grand Army of the Republic, and the Illinois National Guard, are all strongly represented.

STREET-CARS.

There are three street-car lines, two of which run the length of the city east and west, and one from the river to and over the bluffs. The street-car system is complete, not only for Moline, but in connection with the Rock Island and Milan lines.

THE KEATOR HOUSE.

The leading hotel of Moline is the Keator House. It is a four-story brick 100 by 125 feet, in the center of the city, having accommodations for 150 guests. The service is first-class, and the appointments and table altogether creditable. Col. J. B. Snyder, the landlord, is now in his third year of increasing business.

OPERA HOUSE.

Wagner's opera house was opened in 1882. It is a complete theatre, seating 900 persons; it has opera-chairs, and is well supplied with scenery. The best dramatic, musical, and literary attractions regularly visit Moline.

THE LATERAL CANAL.

THE ROCK ISLAND RAPIDS.

The series of rapids of the Mississippi river, extending from a point near the foot of the Island of Rock Island just above the government bridge to Davenport, to Le Claire, Iowa, and Rapids City, Ill., a distance of over fourteen miles are called the Rock Island rapids. This stretch of river—since the completion of the lateral canal, about nine miles in length, at Keokuk, by which the Des Moines rapids are avoided during low stages of water—remains the most troublesome between St. Paul and St. Louis.

A PLAN OF IMPROVEMENT.

To overcome the difficulties of the upper or Rock Island rapids, the engineers adopted a different plan. Here the river falls 20 239-1,000 feet in about fourteen miles. These rapids at low water consisted of a succession of pools of various depths, encased in a hard limestone rock, connected by narrow, crooked channels worn down into the rocky bed, with a depth, in most cases, of several feet, while the bed of the main river at low water was almost uncovered. The plan of connecting these pools by widening and straightening the tortuous channels was decided upon, and some \$1,300,000.00 has been expended within the past twenty years for this purpose, with the result to give a continuous channel, having a width of 200 feet in its narrowest parts, and a depth of nearly or quite four feet at low water. Of necessity this channel is far from straight, and the current remains in places swift and dangerous. This renders their passage at low water very difficult, and also expensive, as additional insurance is demanded on account of the hazard to loaded steamers, beside special pilotage.

A LATER PLAN.

A full and interesting statement of what it is sought to accomplish for the river interest by the proposed lateral canal has been made by Eugene Lewis, Esq., of Moline, who has given the subject much care and study. It is as follows:

"The engineer corps in charge of the river improvements have for some time past been striving for a continuous channel at low water, six feet in depth, from St. Paul to St. Louis, and have, as it is understood, substantially accomplished this from St. Paul to the mouth of the St. Croix, at Prescott, Wis., and will doubtless be able, within the next few years, to obtain a continuous channel, with from five to six feet, from St. Paul to St. Louis, except the stretch of fourteen and a half miles across the Rock Island rapids, if their efforts are seconded with the necessary appropriations. If a continuous channel can be secured, then better lines of steamers can be put on (the present steamers are fully as good as the business justifies), greater speed can be attained, regular time-tables adopted, and delays avoided. With such a channel, a better day will dawn for upper Mississippi navigation. The south is rapidly recovering from the impoverishing effects of the war. The great development which the south has had during the last decade has already brought wealth into the possession of many of her people, and more and more every succeeding year will they be found seeking summer homes in the north. The next twenty years will witness a wonderful transformation. From northern Iowa to St. Paul those beautiful hills will be crowned with villas and summer cottages. Around Lake Pepin will be clustered a large summer population, and the now silent shores of the upper river, scarcely showing more traces of civilization for many a long stretch of shore than when the red man was the sole occupant of this great valley, will swarm with a population fleeing from the fierce tropical summer of the lower river, thus calling for lines of swift steamers, stopping only at principal points, and lines of packets, stopping wherever they can pick up a passenger or a little freight. This passenger travel, with the business developed between the Crescent City and the great cities of the north and all the intermediate points by regular and prompt transmission and delivery of freight, will call for an enormously-increased river tonnage. Antediluvian methods of handling freight and transacting business will be entirely discarded. As you descend the river from St. Paul to St. Louis you are confronted by one, and but one, serious obstacle to this deeper channel. At Le Claire, Iowa, you find the Rock Island rapids, abounding in rocky reefs, and an occasional interesting relic of the glacial age in the shape of a huge boulder, which, though lying outside of the narrow, swift channel, is liable at any time, by the action of high water or ice, to be rolled into it, and to result in the wreck of the ill-fated craft that first discovers it—by stranding upon it. Here, at low water, you find scarcely four feet of water, barely equivalent to three feet to a boat ascending the stream. To-day you find a steamer requiring a five-foot channel may be able, at some risk, to cross this fourteen-mile stretch. A few days later, by a fall in the river, she may find herself imprisoned above for months, perhaps, compelled to shift her passengers by some light craft fourteen miles below, to take there such a boat as they can find, and to transfer her freight in the same way. But why not cut a wider, straighter, and deeper channel, so as to give a depth of six feet the whole distance?

"An approximate estimate of the cost of doing this work, made by Maj. Mackenzie, of the United States Engineer Corps, stationed at Rock Island, Ill., and having charge of the improvement of the upper river, in response to a resolution of congress, fixed the cost at \$3,491,000.00. It is not understood that this estimate was made from actual surveys made for the purpose, but that it was based upon the best obtainable data in the office at that time, and may be very far inside the actual cost.

"Nor is it to be presumed that any engineer will say that you can get six feet of water across the rapids for the whole fourteen and a half miles, with a channel 400 feet wide, by an expenditure of \$4,000,000.00. Besides, a straight, smooth channel 400 feet wide, and with a depth of six feet at shallowest points, fourteen miles long, having a fall of over twenty feet in the fourteen miles, would seem much better fitted for a mill-race than a steamboat channel. And yet will not all cutting hereafter be in the direction of a straighter, smoother channel than the present, with greater velocity of current? And where your quantity of water is limited, great velocity means shallower water. In fact, so many undetermined elements enter into the computation that we can well believe that no engineer who has a reputation would be willing to risk it by predicting, with any claim of precision, the effect upon the depth of the channel over the Rock Island rapids that would follow the expenditure of a given number of millions in widening, deepening, and straightening the present channel. Why not attempt a canal as at Keokuk?

"The engineer corps made an examination with that view twenty years ago, but found that to cut a canal, or construct one by building into the river so as to be able to obtain six feet of water at low water, would entail such an enormous expense that they abandoned the idea as impracticable. Thus the matter rested until the Hennepin Canal surveys and levels of 1885 were made.

"An examination of the surveys and levels of what is termed the Watertown route of the Hennepin Canal, via Penny's slough, disclosed the fact that the level of the proposed canal at Watertown, four miles above Moline, Ill., was nearly twenty feet above the low-water level of the Mississippi at the foot of Campbell's island, just below Watertown. This fact suggested a com-

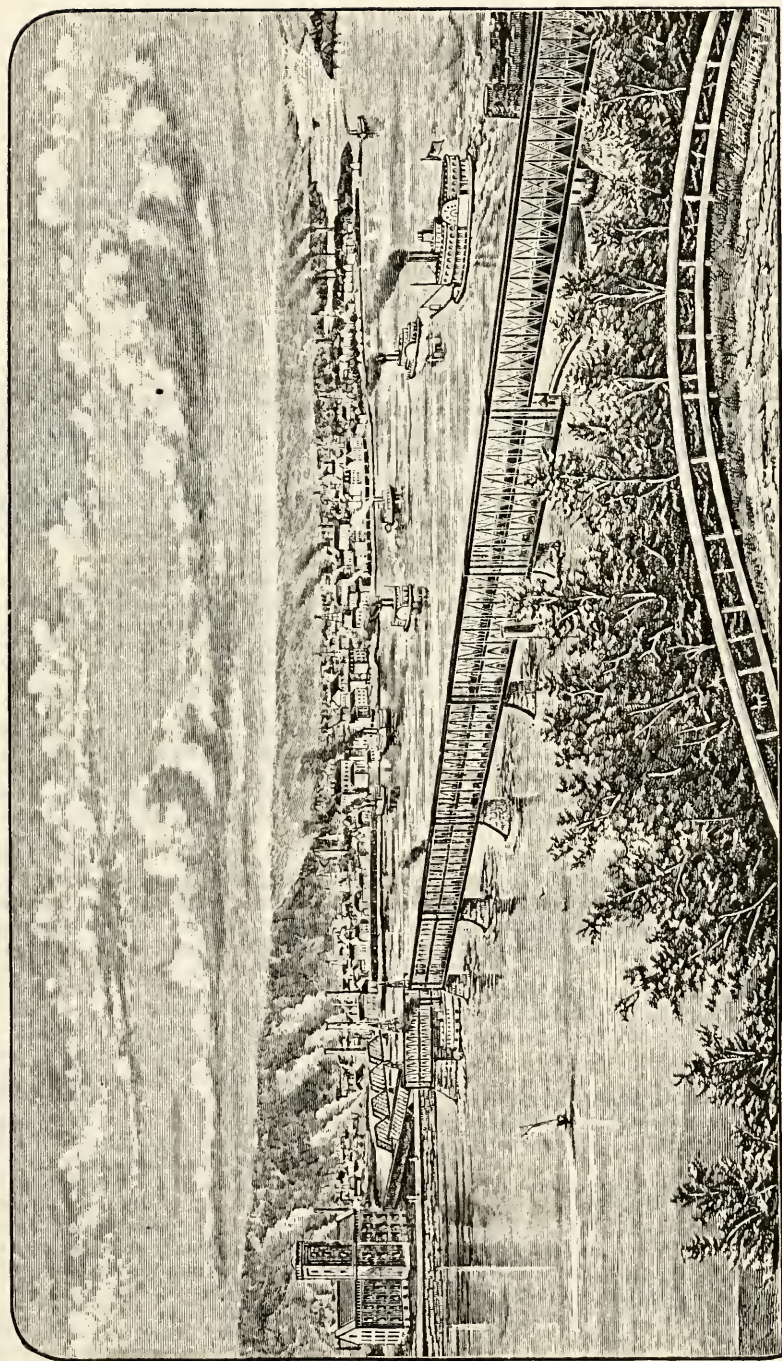
parison of the level of the canal with the surface of the Mississippi at the head of the Rock Island rapids opposite Le Claire, and between Rapids City and Port Byron, Ill., from which it was found that this level of the canal was nearly twelve feet higher. This fact suggested the feeding of a lateral canal from Rock Island by building a canal like the proposed Hennepin Canal from Rock river below Penny's slough to the lateral canal at Watertown. It was found upon examination of the estimates of the Hennepin canal that the cost of such a feeder would be, in round numbers, \$468,000 00. By the use of this feeder it was believed that a lateral canal could be built largely on the surface, thus avoiding the enormous expense of rock-cutting required to sink the canal 11 8-10 feet for almost the entire distance of ten and a half miles, from Rapids City to the government water-power pool at Moline. The matter was brought before the Moline Business Association, and after careful consideration, believing that the importance of the matter would justify them in undertaking to have a preliminary survey made of the line from Rapids City to Moline, they employed Mr. G. A. Marr, a civil engineer, who has for a long time been employed by Maj. Mackenzie, of the Engineer Corps, U. S. A., on the improvement of the upper Mississippi, and was employed in the fall of 1886 by the Board of Engineers of the United States of America to examine the Portage Lake and Lake Superior ship canal, with a view of determining whether the United States should purchase the canal, to take charge of the work, with H. G. Paddock, a civil engineer of experience, and other assistants. The survey was begun the last of September, 1887, and the estimates and maps are now completed, at an expense to the association of about \$900.00. The estimates have been made for a canal seven feet in depth, and of an average width of about 200 feet, and with locks of sufficient capacity for the largest steamboats running on the upper river, viz.: 350 feet long, 80 feet wide, and 7 feet above the mitre sills. The line from Rapids City to Moline, ten and a half miles, was found an unusually favorable one, both for the construction and maintenance of a canal.

"There are three locks in the main line of the canal, one at Rapids City, the head of the rapids, which is both a guard and lift-lock. When the river is over 11 8-10 feet above extreme low water, the canal would be fed entirely from the Mississippi; when below 4 8-10 feet, it must be fed entirely from Rock river.

"The second lock is at the entrance of the canal into the Mississippi at Moline; thence the line is down the government water-power pool, which supplies water-power for the great Rock Island Arsenal, and thence about 2,500 yards along the south shore of Rock Island to the lower or west end thereof, where it descends into the deep water of the Mississippi, between the cities of Rock Island, Ill., and Davenport, Iowa, by the third lock. The estimates are as follows:

For three locks	\$1,335,000 00
Constructing canal from Rapids City to Moline, ten and a half miles,.....	671,701 10
Constructing canal from Moline to Rock Island, three miles	364,475 50
Feeder, twelve miles, Rock river to Watertown.....	426,395 27
Total.....	\$2,797,571 87
To this add ten per cent for contingencies.....	279,757 19
Total.....	\$3,077,329 06

"This would give a perfectly secure method of passing the rapids by night or day, with between six and seven feet of slack water—sufficient for the largest craft that ever passes Cairo, Ill. A trifling sum compared with amounts already expended on the improvement of this great natural water-way, which with its main channel alone almost bisects our national domain. Can the residents of this great valley allow the navigation of this, one of the great inland water-ways of the world, to be so greatly impeded by this break of fourteen miles, cutting in twain the navigation of the upper Mississippi? Is there a town or hamlet upon the line of this great river or its navigable tributaries that will not favor this enterprise? Is there one that can afford to sit by and not lend its aid in securing this great and much-needed improvement?"



CITY OF ROCK ISLAND—VIEWED FROM THE NORTHEAST.

ROCK ISLAND.

THE CITY'S NAME.

KNOWN EVERYWHERE.



OCK ISLAND! The name is known everywhere. No city in Illinois, Chicago alone excepted, is so well advertised. It has become famed for its beautiful location, for its business, and for its diversified attractions. It is not a city which has been builded in a day to die in a night. It has existed long enough to prove that its foundations do not rest upon sand. And yet it is not old enough to retire from the race of competing cities up and down the Mississippi Valley, and between the lakes and the western mountains. Rock Island is in the early prime of a vigorous life, as life is measured in the new, now developing, central west. It is not located in one corner of the continent, but in the center, and what always must be the center of population. The blizzard of the north does not paralyze its energies in the winter, nor the heat of the south enervate its activities in the summer. It knows nothing of the arid drouth that parches the western plains and spreads famine over the adventurous settler, nor is it subject to the industrial troubles and the financial panics of the over-crowded east. Resting on the banks of the greatest of rivers, and in the richest region of what a famous traveler has called "the most magnificent dwelling-place prepared by God for man's abode," it has advantages beyond rival cities, and is destined, by virtue of these superiorities, to be a prosperous commercial and manufacturing center when the mushroom-towns now boasting of their spongy importance have passed into inevitable decay.

"Rock Island!" The name designates the fairest island in the greatest river in America. More strangers are drawn to it during any given year than to any other single attraction in the state. Here the government has located not only its largest manufacturing arsenal, but what is designed to be the most comprehensive and valuable plant of the kind in the world. In time of war this arsenal will afford work to 20,000 men, and arm and equip 750,000 soldiers.

"Rock Island!" The name is used to distinguish one of the longest and oldest of western railroads. The Rock Island Route connects the cities of Chicago, St. Paul, Omaha, Kansas City, Wichita, and will soon furnish a continuous rail from Lake Michigan to the Gulf of Mexico and the Pacific Ocean. It is also borne by other railroads, which carry it far and wide.

"Rock Island!" The name marks a county which has an annual coal-producing capacity of more than half a million tons—which is a veritable coal-bed throughout its length and breadth. Rock Island county is one of the most populous in the entire west, and one of the richest.

"Rock Island!" It is a trade-mark which is stamped upon plows and agricultural implements; upon glass and stoves; upon lumber and its manufactured products; upon soaps and scissors; upon saws and steamboats, and a hundred other articles of trade, and gives them a commercial value of the highest importance.

It is to this widely-known city that attention is invited, while some of its more salient resources and advantages are presented for the careful investigation of investors, manufacturers, and business men generally. It is a solid city, without the glare and glitter of newer towns puffed up by a little brief notoriety. It will bear examination, and the most rigid inquiry.

GENERAL FEATURES.

LOCATION.

A glance at any map will settle the question of geography. Beginning at St. Louis, and following the Mississippi river northward for 729 miles, there is no equal to the circle, whose diameter is six miles, and which has Rock Island for its center. At this point the river is divided by two of the largest islands to be found in its entire length. One of these is opposite the upper or eastern part of the city, and takes the name of the city itself. The other is just below the western or lower limits of the city, and is known as Offerman's or Credit Island. It is the picnic-grounds of hundreds of excursionists, and one of the several pleasure resorts which the resident has to choose from. The distance by river to St. Louis is 332 miles; to St. Paul 397 miles. By the shortest railroad line the distance to Chicago is 163 miles; but by the line most frequently traveled, 181 miles. Milwaukee is 197 miles away; Kansas City 339 miles; Omaha 316 miles. Three miles below Rock Island, after turning the wheels of flour and paper-mills, and affording a valuable, though as yet but partially developed, water-power, the winding and beautiful Rock river loses itself in the Mississippi. South of the level plain upon which the city rests the scene is broken by wooded bluffs, affording many a sloping lawn. Southwesterly, and following the line of bluffs, are many sightly residences, and building opportunities for more, which for eligibility and scenery are beyond duplication along the river.

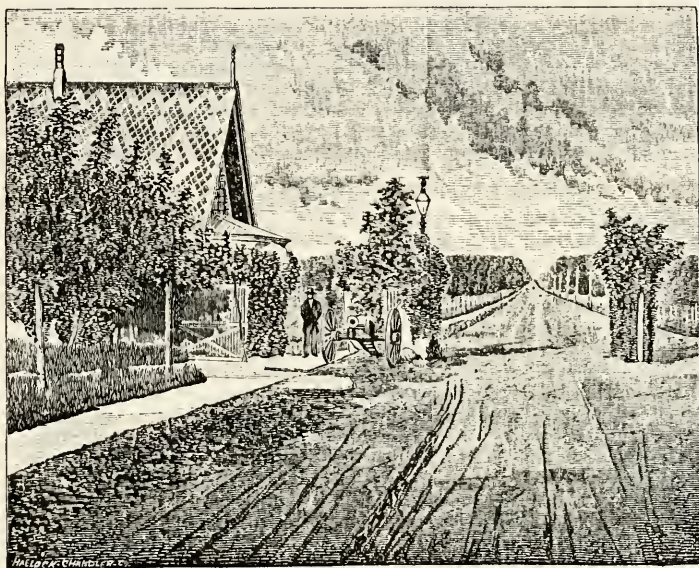
A TRAVELER'S VIEWS.

Captain Willard Glazier, the author of seven books of travel; one who has visited every American city of any note; who has made a horseback-ride from the Atlantic Ocean to the Pacific, and who five years ago paddled his canoe from the source of the Mississippi river to the sea, stopping at every point of interest, is a competent judge and a disinterested witness. He writes, pages 265-268, "Down the Great River:"

"The city of Rock Island is situated on the main-land at the extremity of Rock Island Arsenal, on the Illinois or left bank of the river. On its southern side are some very picturesque bluffs, stretching away to the sheltered valley of the Rock river, and including scenery of unrivalled beauty. Comfortable residences dot the sides of these hills, amid clumps of trees and miniature forests that afford shelter and shade to the well-to-do residents. Rock Island is about midway between St. Louis and St. Paul, and immediately opposite the city of Davenport, Iowa. It is connected with the latter city by an elegant and substantial iron bridge, owned by the government, and open to the public free of toll. The famous water-power produced by the upper rapids has contributed largely to the marvelous growth of this city as well as of Moline, the city of factories, within an easy walk or horse-car ride of Rock Island city. Here is to be the terminus of the projected Hennepin canal, by which it is proposed to solve the problem of cheap transportation between the Atlantic Ocean and the Mississippi, through the intervening great lakes. Recently a deep interest has been manifested in the construction of this canal, the accomplishment of which will doubtless be of vast benefit to the people of the northwest, as well as to the public generally.

"In Rock Island city we found numerous flourishing establishments for the manufacture of plows, cultivators, and other agricultural appliances; of wagons and carriages, together with foundries and machine-shops. At night the streets are brilliant with the Brush electric lights; the sidewalks are well paved and clean. Rock Island has a well organized police force; a fire department, water-works, street-cars, and a flourishing public library, a free-postal delivery, churches, public schools, and a commerce and trade second to no city of its size in the union. In the interest of the growth of a city the transportation problem is perhaps the most important question for the consideration of the citizens, and Rock Island is very favorably situated in this respect, owing to her position as the center of a system of railroads. Several lines pass through here, and give the city a busy aspect at all times. It is on the line of the great transcontinental highway. The Chicago, Rock Island & Pacific railroad passing through Rock Island connects the eastern trunk lines with the Union Pacific at Omaha; and here also are depots of the Chicago, Milwaukee &

St. Paul; the Chicago, Burlington & Quincy; the Rock Island & Peoria, and the Rock Island & Mercer County railroads. The population of this enterprising city is at present about 16,000. The private residences have a neat and thrifty appearance, while many afford evidence of the wealth and taste of their owners. The shrubbery



ROCK ISLAND ENTRANCE TO ARSENAL.

and flowers which cluster about the doorways of even the humblest residences are indications of the comfort and thriving condition of the tenants."

A CONVENTION CITY.

The facilities of travel by both river and rail, combined with the hospitality of the citizens, the natural attractions, and the many objects of interest, make Rock Island a popular place for holding conventions of all kinds. The annual reunion of the Army of the Tennessee, lately held here, evidenced the fact that Detroit, St. Louis, Cincinnati, and Chicago, older and larger cities, lose in favor when comparisons are made. For state meetings Rock Island is the favorite from one end of Illinois to the other. Travelers across the continent and tourists up and down the river are certain to make a halt here, and to be well rewarded for their pains.

MANUFACTURING ADVANTAGES.

THE CENTRAL LOCATION.

For several years to come Rock Island must be very near the heart of the nation. It must remain the center of a great producing region and of a consuming people. Describing a circle with this locality as a center, with a radius of 330 miles, what territory does it embrace, and what is its wealth? The circle will cut eight states; pass through Cairo, at the mouth of the Ohio river, embrace St. Louis, Indianapolis, Milwaukee, St. Paul, Minneapolis, Omaha, Kansas City, Chicago, and scores of

smaller but still very important cities. It has a population of more than 12,000,000, or one-fifth the population of the United States and territories. In soils it is the richest in the world. In farm products it offers almost every variety of the temperate zone. In timber lands it is marvellously rich. In minerals inexhaustible quantities of coal, iron, copper, lead, and zinc exist. What a field for the manufacturer! All this vast population must be clothed and supplied with the implements of industry. What harvests of wealth will be realized in supplying this great and growing want, augmented as it will be by the progress of civilization and the demands of luxury. The farms of Illinois and Iowa cannot be transferred to New England or to the south, but the cotton-mills of the one section, and the cotton of the other, may and must be brought to this region, where the manufacturer will be better paid, the cost of living diminished, and the fabricated goods cheapened.

AN ARGUMENT ILLUSTRATED.

To illustrate the tendencies of manufacturers, and of what has been said, let us take the case of manufactured cotton goods, and see if we may not even be sanguine enough to hope to have this great King Cotton among us some day. Starting at Memphis, one of the largest cotton-markets, cotton is now taken by river to New Orleans, thence by vessel to New York, then to Boston, then to Lowell. At New Orleans it passes through the hands of two or three middle-men, and the same in New York. Besides the commissions of these middle-men, the wastage from sampling (it might sometimes be dignified with the name of stealing) is considerable. We then haul bread and meat from Illinois and Iowa to Lowell to feed the operatives. They manufacture the cotton into goods, and again it starts on its perilous journey amongst the middle-men through Boston, New York, Chicago, to Rock Island. The average number of middle-men who have taken toll from the much-picked cotton between Memphis and Chicago is no less than seventeen. When we add the percentages and profits of all these gentlemen to the cost of this long, tortuous journey, and freight on the bread and meat, it foots up quite a respectable bill of *extras*. Now, in comparison with this, let us estimate the saving of bringing this cotton direct from Memphis to this point, without middle-men, and selling it direct from the boat into the warehouse of a mill, where it finds a water-power and cheap food for the operatives who are to spin it. When made up, it need go no further than Chicago to be sold; and though sold in Chicago, it can remain in the mill warehouse till shipped westward. With all these advantages, in these times of sharp competition, is it unreasonable or audacious to expect that cotton and many other manufactures, if once started, might come here and demand a water-power? If they get it, they will succeed, as others here have already done.

A DEMONSTRATION.

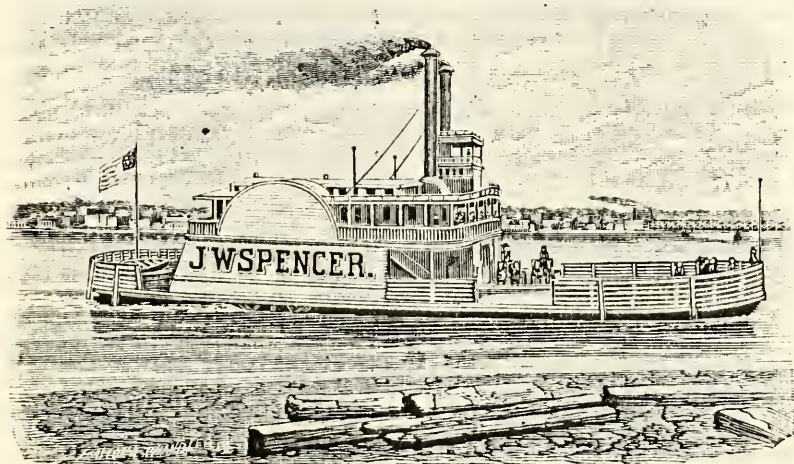
There is nothing visionary about the foregoing. Rock Island Arsenal is to-day manufacturing many articles used by the different wings of the army at a smaller cost than they can be fabricated at eastern arsenals, and as a result, the manufacture of more and more of these articles is being transferred to this point each year by the war department. The diversified establishments which have been prospering here for years prove conclusively the necessity of keeping the consumer and the producer together.

TRANSPORTATION FACILITIES.

A NATURAL HIGHWAY.

To complete the manufacturing advantages there must be adequate distributing facilities. These Rock Island enjoys immeasurably beyond places like Indianapolis, Kansas City, Wichita, and other interior cities. The Mississippi river is open from March to December—eight months. During this two-thirds of the year more than one hundred steamboats are engaged in towing rafts of lumber and logs to and below this point; in transporting the pine from Arkansas; in carrying the iron and coal

and sugar from the mines and plantations to this manufacturing market, and in distributing the agricultural implements and other manufactured articles from St. Paul to New Orleans. The river not only affords a natural and unobstructed means of communication, travel, and trade, but it furnishes a competition and reduces railroad rates. Were it not for the river this locality would be deprived of nearly one-third of its business. By means of this great natural water-way rafts of logs and lumber from the pineries are floated to Rock Island which equal 90,000 loaded cars annually. The river gives Rock Island each year, putting the fact in another form, about twenty times the raw material for manufacturing purposes that the railroads do. In



ROCK ISLAND FERRY.

this statement Rock Island does not include the neighboring cities of Moline and Davenport, which also present enormous figures of indebtedness to the river. And it should be borne in mind here that the value of the Mississippi river is not confined to the matter of transportation. For sanitary and fire purposes, for its water-power, and for its other uses it is invaluable.

THE RAILROAD SYSTEM.

Seventy-two passenger trains depart from and arrive at Rock Island every twenty-four hours. A passenger train goes or comes every twenty minutes, night and day.

Thirty-six passenger trains leave Rock Island every twenty-four hours — one every forty minutes — north, south, east, or west. Every one of the thirty-six arriving trains brings persons who come to trade.

Three hundred loaded freight cars daily carry the goods of the jobbing and manufacturing houses of Rock Island far and near in all directions during each of the 313 working days of the year. Fifteen freight trains of twenty cars each are required every day to distribute the wares made and sold in Rock Island.

The territory covered, and the iron arteries which reach it, are correctly shown by the railroad map on the outside cover-page of this book. The evidence is there presented of the far-reaching railroad system of this business center.

CHICAGO, ROCK ISLAND & PACIFIC.

This line was the pioneer of western railroads in reaching the Mississippi river, the date of its coming being February 22d, 1854. It has practically four divisions, from as many directions, meeting here. The main double-track line runs to Chicago eastward, and to the Missouri river westward; the Albert Lea line reaches Minneapolis and St. Paul, and the Southwestern division, Leavenworth, Topeka, Kansas City, Atchison, St. Joseph, Wichita, and points beyond. This system, during the past two years,

has been pushing its extensions through southwestern Kansas to the cattle-fields of the Indian territory, to the very gateway of the republic of Mexico. Its northwestern line runs through the northwestern part of the state of Kansas into and through the central and western parts of Nebraska. The avowed purpose of the Rock Island is evidently to push its southwestern system to the Gulf of Mexico and the Pacific coast.

CHICAGO, MILWAUKEE & ST. PAUL.

This railroad has a mileage of its own of 5,500 miles—the largest of any single corporation in the world. It covers with its network of roads northern Illinois, much of Iowa, Wisconsin, Minnesota, and extends into Nebraska and Dakota. It is a strong competitor for business, and a car loaded in this locality will reach its destination over this road at not hundreds but thousands of points.

CHICAGO, BURLINGTON & QUINCY.

This is another of the great trunk lines, known all over the world, and one that makes Rock Island the headquarters of two of its important divisions—the Rock Island and St. Louis and the Rock Island and St. Paul lines. It opens a vast territory not reached by any other road, and competes with all of them for business to common points.

ROCK ISLAND & PEORIA.

This is a short, direct line connecting the western systems with those of the southeast and east. It is a strong link in a chain of roads which connect Rock Island with Springfield, Indianapolis, and Cincinnati.

OTHER RAILROADS.

The Coal Valley Mining Company's line, and that of the Rock Island & Mercer County reach valuable and exhaustless beds of coal within forty miles, much of it within less than half that distance, which have been developed to a great extent.

All these railroads have large switching and side-track facilities in Rock Island. They also connect with every railroad, great and small, throughout the west.

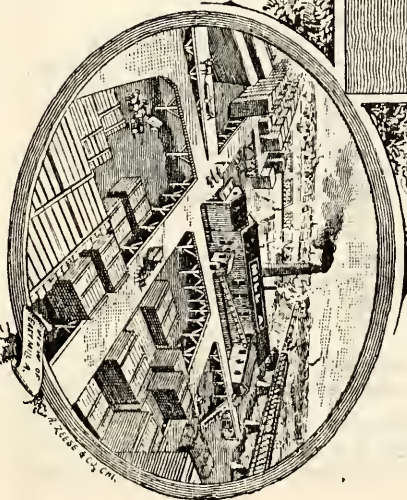
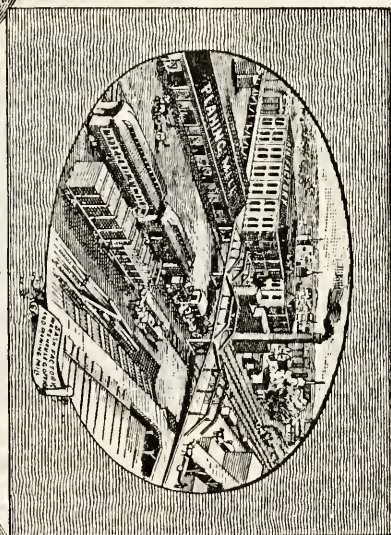
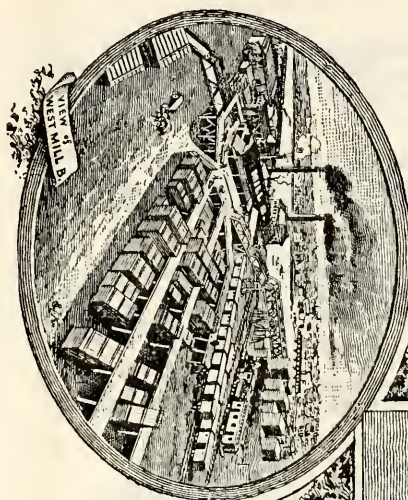
ROCK ISLAND INDUSTRIES.

FIGURES OF BUSINESS.

It has been conclusively shown in the last two chapters that Rock Island has "manufacturing advantages" and "transportation facilities." It will now be proved that they are appreciated and turned to profitable account. The city has twenty-five important manufactories, beside several smaller ones, with an invested capital of over \$4,000,000.00. During the year 1887 employment was given by these industries to more than 2,000 hands, who received in wages nearly \$1,000,000.00, and whose aggregate business was more than \$5,000,000.00. Some of these interests will be noted:

THE LUMBER INTEREST.

The saw and planing-mills of the Rock Island Lumber and Manufacturing Company and Weyerhaeuser & Denkmann are among the very largest of their kind in the lumber-making region of the northwest. They represent an invested capital of \$1,000,000.00; give employment to 805 persons, whose yearly wages amount to \$300,000.00, and their transactions for the year 1887 reached \$2,000,000.00. They sawed 73,000,000 feet of logs; made 18,500,000 lath, 14,250,000 shingles, and 350,000 pickets. They manufactured 100,000 doors, 125,000 windows, 50,000 pairs of blinds, and 3,500,000 feet of moulding. Their shipments by rail amounted to 85,000 carloads. The planing-mill of John Volk & Co. adds materially to these figures.



THE ROCK ISLAND LUMBER AND MANUFACTURING COMPANY'S MILLS AND YARDS.

GLASS.

The Rock Island Glass Company employs ninety persons, and does a business of \$100,000.00. Its plant is both extensive and complete. The company's prosperity demonstrates that window-glass can be manufactured as advantageously at Rock Island as at Pittsburgh.

STOVES.

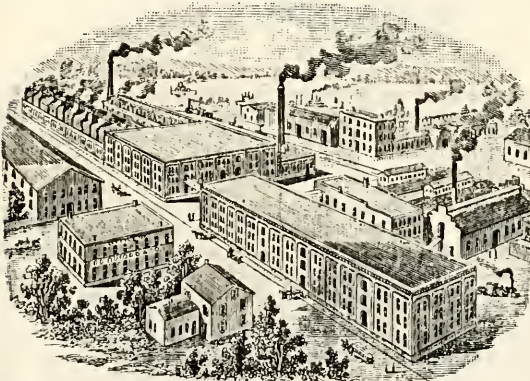
The business for 1887 of the Rock Island Stove Company was the best it has ever known. It manufactures all kinds of cook-stoves and ranges, as well as a general variety of heating stoves. The company affords employment to eighty persons.

SOAPS.

The house of Warnock & Ralston makes a line of toilet and laundry soaps which are demanded by a large western trade. Its established business, extending through several years, shows the advantages of Rock Island for different kinds of manufacturing.

AGRICULTURAL IMPLEMENTS.

The Rock Island Plow Company is one of the large agricultural implement houses of the country. The illustration conveys to the reader a good idea of the extent and character of this leading manufacturing enterprise. This locality is known all over the world for the excellence of its agricultural implements, and not a small part of this fame is due to this factory. Its plows, harrows, cultivators, stalk-cutters, cotton-planters, wheeled walking-plows, listers, and drills vie with the sunshine, the rain, and the fertility of the soil in the growth of the rich crops of the agricultural states of the union, and even beyond it. During 1887 this company gave employment to 250 hands, and its sales will reach \$500,000.00.



ROCK ISLAND PLOW WORKS.

BREWING AND BOTTLING.

There are five houses in Rock Island for the brewing and bottling of beer, ale, and mineral water. They have invested in the business \$450,000.00; employ ninety hands, to whom they paid for the last year's work \$46,000.00 in wages; they did a business of \$352,000.00. These firms are: George Wagner, I. Huber, Raible & Stengel, Carse & Ohlweiler, and J. Junge. The first three are breweries, and during the year they made 47,000 barrels of beer. George Wagner's establishment combines both brewing and bottling. It contains a thirty-five-ton ice-machine, which keeps at an even temperature 22,000 cubic feet of air, doing the work of 8,000 tons of ice.

CRACKERS.

The cracker and biscuit factory of J. M. Christy has a capacity of 125 barrels daily, and employs twenty-five hands. Mr. Christy has a branch factory at Des Moines of equal capacity, the outgrowth of his Rock Island business.

SAWS.

The saw factory of D. Donaldson is a flourishing industry, with a large home market and increasing general trade.

HORSE-COLLARS AND SADDLERY.

J. & M. Rosenfield and J. C. McCounell & Son do a manufacturing business in horse-collars and saddles running up to nearly \$100,000.00.

BUGGIES, CARRIAGES, AND WAGONS.

The Rock Island Children's Carriage Company employ fifty hands most of the year, and do a large as well as a prosperous business. Wall & Ill manufacture a line of buggies, carriages, and phaetons. There are four smaller shops in the wagon-making line.

BOAT-WAYS.

Kahlke Bros., proprietors of the Rock Island boat-ways, build and repair steam-boats, having the only boat-ways between Le Claire and Quincy. Employment is given to forty men.

OTHER FACTORIES.

Among the other industries worthy of note are: Noftsker & Havenhill, cornices; William Farrell, bone-factory, the only one of its proportions between the lakes and the Missouri river; Crampton & Co., blank-books; William Gray, boxes; John Mager, brass-foundry; Atkinson & Oloff, J. W. Graham, William Lyon, and B. H. Redecker, brick-yards; and the Rock Island Iron Works and Foundry of George Downing, Jr.

NEW INDUSTRIES.

ROCK ISLAND'S ADVANTAGES.

The superior shipping facilities possessed by Rock Island, together with other evident advantages, have drawn to this city within a few months two manufactories, which add to the variety of work done here.

THE KNIFE AND SHEAR COMPANY.

This flourishing business was recently transferred from Rockford, Ill., to Rock Island, where its opportunities and facilities have been greatly enlarged. The company manufacture knives, shears, and scissors, tailors' shears, tinners' snips, razors, and table and pocket cutlery. This city is the furthest-west point having such a factory. In the points of material, finish, and cutting qualities, these goods are superior to any now in the market, as nothing is used but the very best of Wardlow's English steel. Skilled and high-priced labor is employed, and a warranty accompanies every piece. The company offers to the western trade the advantage of accessibility, the quick-filling of orders, and dealing with first hands. The officers are: D. F. McLarty, President; W. B. Ferguson, Vice-President; W. M. Prentice, Secretary.

PLATING WORKS.

The Rock Island Plating Works is a new addition to the industries of this city, coming from Galesburg, Ill. It is fast developing into one of the important institutions.

THE WHOLESALE TRADE.

ITS EXTENT AND VARIETY.

While second in extent to the manufacturing business, the jobbing trade of Rock Island is of heavy proportions. The volume of business for 1887 is in excess of \$3,000,000.00.

LINES OF GOODS SOLD.

The wholesale grocery and provision house of Henry Dart's Sons is one of the largest in Illinois outside of Chicago, doing a business of over \$1,000,000.00 yearly. The steady increase of sales by this firm is evidence of the desirable location.

The establishment of George A. Fleming & Co., dealers in California evaporated dried fruits, covers the entire country in its business. It receives, on the average, one full carload of California dried fruits daily throughout the year. This keeps a

force of forty hands busy packing and preparing for shipment. There is nothing of the kind, on even a smaller scale, between Denver and Chicago. The business is in its third year, and rapidly expanding.

Hartz & Bahnsen do a large trade in drugs and medicines.

Stewart & Montgomery represent the wholesale hardware branch of business. This house is one of the city's solid institutions, and it is favorably known over a wide territory.

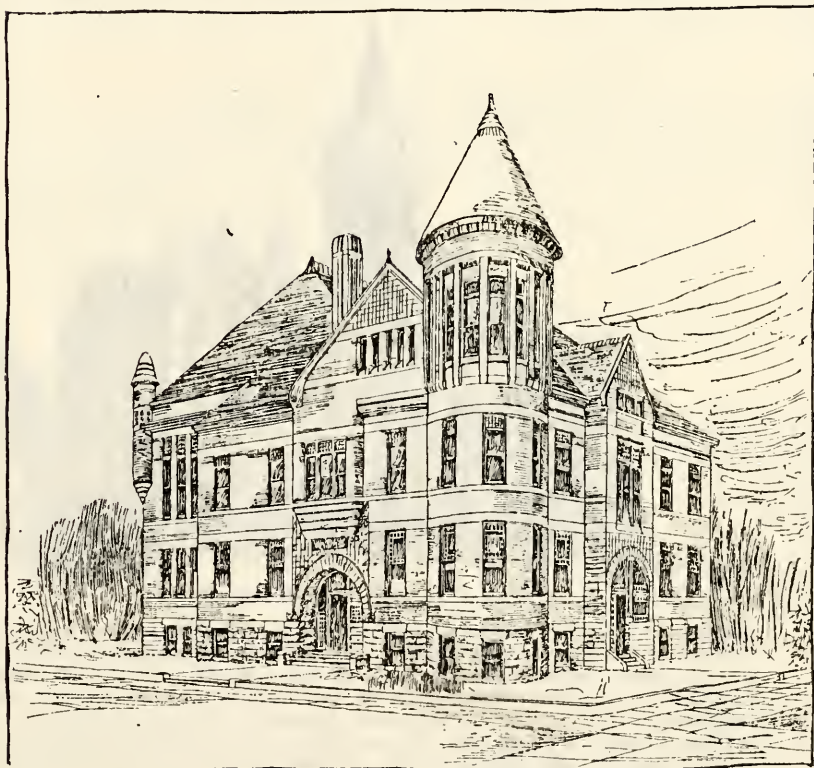
Mention has been made of the manufacturing department of J. & M. Rosenfield and of J. C. McConnell & Son. Both of these houses do a jobbing business in leather and findings.

J. S. Gilmore does a heavy pork-packing and salt-meat business. During the season just closed he slaughtered 10,000 hogs.

There are three wholesale liquor houses and rectifying establishments—Peter Fries & Co., Kohn & Adler, and C. Tegeler & Co.

EDUCATIONAL INSTITUTIONS.

THE PUBLIC SCHOOLS.



THE NEW ROCK ISLAND HIGH SCHOOL.

Eight large school-houses testify to the appreciation in which the Rock Island public school system is held. The Superintendent, S. S. Kemble, has been identified with the cause of education here for fourteen years. Forty-five regular teachers are engaged, and one special teacher of vocal music. The school census gives the num-

ber of children between the ages of six and twenty-one years as 3,825. The most convenient, and what is claimed as one of the most elegant, high school buildings in the state has just been completed, at a cost of \$28,000.00. It was dedicated November 1st. The cost of tuition for each pupil enrolled is \$11.12, and few cities show as good return for the money expended. The annual cost of the public schools is about \$50,000.00.

THE PUBLIC LIBRARY.

Owing to the free and truly public character of the city library it must be regarded as one of the educational institutions, and one which exercises a grand influence. It was founded and is supported by the city, whose people appreciate it and its reading-rooms at their full worth. There are upon the shelves about 10,000 volumes. The number of books drawn during the last twelve months was 22,362, and the total attendance was 41,562 during the same period.

AUGUSTANA COLLEGE.

This is the largest and oldest college of the Swedish-American Synod of the Evangelical Lutheran Church. It was founded in 1860, and removed from Paxton to Rock Island in 1876. The site occupied is one of the most sightly on the upper Mississippi river. It overlooks not only Rock Island and Moline, being located



AUGUSTANA COLLEGE—NEW BUILDING.

almost midway between the two cities, but Davenport, [the National Arsenal and Armory, and a picturesque sweep of the river. The institution embraces the following departments: (1) The college, with its classical and scientific courses, each of four years; (2) the preparatory school, with its three years' course; (3) the conservatory of music, three years; (4) theological seminary, two years. More than \$150,000.00 have been expended on the buildings and grounds. The library consists of 8,000 bound volumes and 5,000 pamphlets. There are thirteen professors, three instructors, and over 200 students. The accompanying engraving shows the new college building, now nearly completed. It is 168 feet long, the central part 76 feet wide, and the wings 61 feet, four stories high, including the basement. The cost of this building is \$75,000.00. Architecturally it is an imposing structure, to which its lofty location materially adds. The architect was E. S. Hammatt.

BANKS, POST-OFFICE, ETC.

FINANCIAL INSTITUTIONS.

There are four banking-houses in Rock Island, three of which are national institutions, and one, that of Mitchell & Lynde, a private bank. The amount of exchange sold during the last year was over \$10,000,000.00. The resources of the three national banks, as shown by the last statement for 1887, were \$1,208,638.25. These institutions are officered as follows:

Rock Island National.—T. J. Robinson, President; J. H. Wilson, Vice-President; J. F. Robinson, Cashier. The capital is \$100,000.00; surplus \$50,000.00, and undivided profits \$46,500.00.

Peoples National.—Bailey Davenport, President; Joseph Rosenfield, Vice-President; John Peetz, Cashier. The capital is \$100,000.00; surplus \$35,000.00.

First National.—P. L. Mitchell, President; G. H. Loosley, Cashier. The capital is \$100,000.00; surplus \$50,000.00.

THE POST-OFFICE.

Rock Island has the carrier-service and mail facilities of the best kind. During the year just ended the total receipts of the office, except the money-order business, were \$18,765.78, divided as follows: Sale of stamps, \$12,510.10; envelopes, \$4,737.04; newspaper postage, \$594.16; box rents, \$924.48.

BUILDING, LOAN, AND SAVINGS ASSOCIATION.

The Rock Island Mutual Building, Loan, and Savings Association is in its eighth year. At its last report the assets were \$144,556.00. It has issued twenty series of shares, representing an investment of nearly \$100,000.00. The association has proved itself a friend of the homeless, enabling many of limited means to own the comfortable homes which they occupy.

REAL ESTATE AND BUILDING.

STEADY GROWTH.

Rock Island is not a city blanketed with mortgages. There has been no "boom," as the word is commonly understood; which means wild speculation, inflated prices, and real estate transfers on paper. Therefore no day of reckoning, with its blight and ruin, is to come. But there has been a steady advance in values, an appreciation of property of all kinds. Nearly 500 building lots have found purchasers, and several new additions have been laid out to accommodate the natural demand. Mechanics and working men have been busy the year around and prosperous. They have invested their earnings in homes, and in lots upon which to build homes. The population is surely gaining. All this shows growth of the substantial and enduring kind. It must continue. Money placed in Rock Island real estate will prove a certain investment, and one returning regular dividends.

BUILDING OPERATIONS.

More than a quarter of a million dollars has been put into homes, business blocks, schools and colleges, and manufactories during the last twelve months. This can be seen by looking at Augustana College, the new high school, the new Swedish Lutheran Church, the three-story brick warehouse of the Rock Island Lumber and Manufacturing Company, P. L. Mitchell's brick block, O. J. Dimick's row of store-rooms, the Bortner and Hull blocks, Porter Skinner's block, John Volk & Co.'s warehouse, at Wagner's brewery, the Rock Island Glass Works, and in more than 100 residences and cottages, ranging in cost from \$3,000.00 to \$500.00.

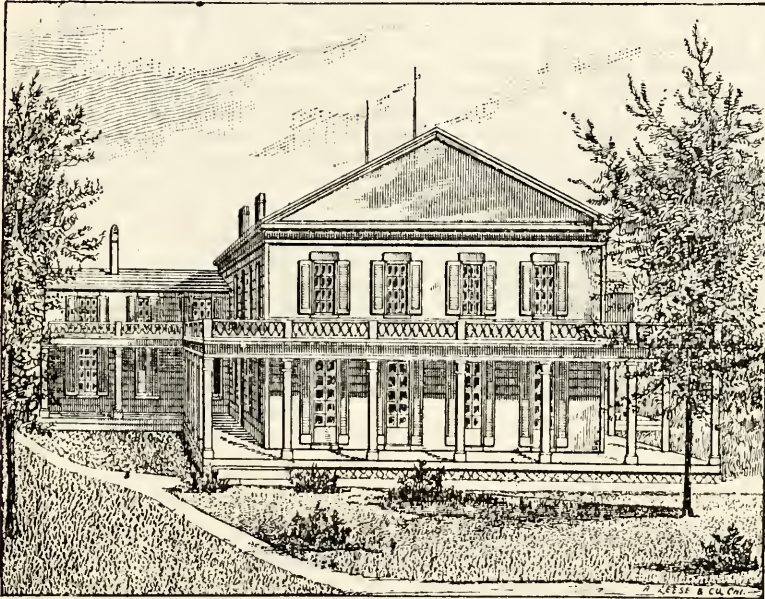
MEANS OF COMMUNICATION.

HINTS TO STRANGERS.

The thousands of strangers who visit this locality in quest of pleasure or in search of business opportunities have at their command several means of transit and communication between places of interest. The railroads supply a quick way of reaching Moline, Davenport, and Milan, and are nearly always available. For a more leisurely means of enjoyment a carriage and driver may be called. A week can be profitably passed in visiting the Arsenal Island, Black Hawk's Watch-Tower, and in the great number of favorite drives which a guide is able to point out, to say nothing of the immense factories.

THE STREET-CAR SYSTEM.

A cheap and satisfactory way of making a tour of observation is by use of the street-cars. The Moline & Rock Island line, of five miles, extends from lower Rock



RESIDENCE OF HON. BAILEY DAVENPORT.

Island to upper Moline, running through the business parts of both cities. The Union or Motor line climbs the bluffs, and is also five miles long. It connects with the north and south or bluff line in Moline. The Rock Island & Milan Motor line runs from the river five miles south, reaching Milan and Black Hawk's Watch-Tower. There are fifteen-minute cars on all these lines. One of the handsomest ferry-boats on the river, an illustration of which is given elsewhere, plies the river constantly between Rock Island and Davenport.

THE TELEPHONE EXCHANGE.

A complete telephone system, with perfect service at all hours of the day and night, brings all parts — business and residence — of Rock Island, Davenport, and Moline within easy speaking distance of each other. The exchange has a central office in each city, at which connections may not only be made with more than a thousand offices and residences, hotels, depots, steamboat-landings, and newspapers, but also with more than 300 surrounding cities and towns within a range of 200 miles. A

partial alphabetical list in Iowa includes Ackley, Albion, Alpha, Allison, Amber, Anamosa, Andrew, Atalissa, Auburn, Baldwin, Bassett, Belle Plaine, Bellevue, Bennett, Bernard, Blairstown, Brandon, Bristow, Brooklyn, Brush Creek, Budalo, Butler Center, Calamus, Calmar, Camanche, Cascade, Castalia, Cedar Bluff, Cedar Falls, Cedar Rapids, Center Junction, Center Point, Charles City, Chester, Chickasaw, Clarence, Clarksville, Clayton, Clear Lake, Clermont, Clinton, Cold Spring, Culesburg, Conover, Conroy, Coralville, Cottonville, Decorah, Delaware, Delhi, Delmar, Denver, De Witt, Dixon, Downey, Dubuque, Durant, Dyersville, Earlville, Edge-wood, Eldora, Eldorado, Elgin, Elkader, Elvira, Eli, Elwood, Epworth, Farley, Fayette, Fillmore, Fredericksburg, Frestina, Froleich, Fort Atkinson, Fulton, Garnavillo, Garrison, Garryowen, Gilman, Grand Mound, Greeley, Greene, Grinnell, Guttenberg, Hawkeye, Homestead, Hopkinton, Hurst, Independence, Ionia, Iowa City, Iowa Falls, Janesville, Jesup, Kellogg, Keystone, Ladora, La Motte, Langworthy, La Porte, Le Claire, La Grand, Lynn Junction, Lisbon, Liscombe, Long Grove, Lost Nation, Lowden, Low Moor, Luxemburg, Luzerne, Lyons, Malcom, Malvern, Manchester, Maquoketa, Marble Rock, Marengo, Marion, Marshalltown, Mason City, Masonville, Maxfield, Maynard, McGregor, Mechanicsville, Miles, Millersburg, Monona, Montezuma, Monticello, Morse, Moscow, Mt. Auburn, Mt. Vernon, Muscatine, Nashua, National, Nelson, Newberg, New Hampton, Newton, New Vienna, Nora Springs, North English, North Washington, Olewein, Onslow, Osborn, Ossian, Otter Creek, Oxford, Oxford Junction, Paris, Parkersburg, Parnell, Petersburg, Pleasant Prairie, Postville, Prairieburg, Prairie City, Preston, Princeton, Quasqueton, Reasnor, Rochester, Rockford, Rowley, Sabula, Shell Rock, Shellsburg, Sherrill's Mound, Solon, South Amana, Spillville, Springdale, Springville, Stanwood, State Center, Steamboat Rock, Sterling, St. Lucas, Stockton, Stone City, Strawberry Point, Sumner, Sweetland Center, Tiffin, Tipton, Tripoli, Union, Urbana, Valaria, Van Horn, Victor, Vinton, Walcott, Walker, Washburn, Waterloo, Wanbeck, Waucoma, Waucon, Waverly, Welton, West Branch, West Liberty, West Union, Wheatland, Williamsburg, Williamstown, Wilton, Windsor, Winthrop, Worthington, Wyoming, Zwingle. In Wisconsin, Prairie du Chien. And in Illinois, Albany, Brookville, Cambridge, Coal Valley, Coleta, Cordova, Dame, Dixon, Dutchtown, Elizabeth, Erie, Fenton Center, Fulton, Fremont, Galena, Gault, Hampton, Hanover, Lanark, Lyndon, Milledgeville, Morrison, Mt. Carroll, Port Byron, Prairie Center, Prophetstown, Rapids City, Rock Falls, Rock Island Junction, Round Grove, Savanna, Shannon, Sterling, Toledo.

BUSINESS ASSOCIATION.

ROCK ISLAND BUSINESS MEN.

This association is composed of representative, enterprising merchants, manufacturers, and professional men, the men who make cities grow. Its objects are to collect and record such local and general statistical information relating to commerce and manufacturing as may promote and advance the welfare of the city of Rock Island and its interests. The officers are: W. B. Ferguson, President; L. S. McCabe, Vice-President; J. F. Robinson, Secretary; John Peetz, Treasurer. The Finance Committee is composed of A. C. Dart, Henry Carse, H. C. McConnell, J. T. Nofsker. All information concerning the city, its advantages, and the inducements offered new business enterprises will be supplied correspondents.

SUN ACCIDENT ASSOCIATION.

This has shown itself to be an important business gain to Rock Island. Its officers attest its trustworthiness, and vouch for its correct and successful management. They are as follows: T. J. Robinson, President; Fred Weyerhaeuser and J. M. Gould, Vice-Presidents; J. F. Robinson, Treasurer; William Jackson, Counselor; W. C. Bennett, Auditor; O. B. Blackburn, Secretary and General Manager; W. W. Stafford, Assistant Secretary. Any man between the ages of eighteen and sixty-five years, of

sound mind and body, and of temperate habits, is eligible to membership. The members are classified in divisions, according to the hazard of occupation. The association offers the advantage of not only carrying the insurance and indemnity together, but either one alone, according to the rate of assessment paid. Indemnity is allowed for a period of fifty-two weeks, while the ordinary limit in other companies is twenty-six weeks. More advantages are offered by this company than any other in the United States.

SEAR'S PARK.

A company has been incorporated, with a capital of \$20,000.00, for the purpose of establishing a first-class pleasure resort. The site selected is a beautiful one, on the Rock river heights, directly west of Black Hawk's Watch-Tower. It is easy of access, contains thirty acres, and will be supplied for early use with hotel, cottages, an electric light plant run by water-power, and various amusements. The view, near and distant, is grand, taking in the city of Davenport, across the Mississippi river, six miles away, Muscatine, twenty-five miles, Buffalo, and other towns.

MUNICIPAL AND GENERAL.

ROCK ISLAND WATER-WORKS.

The original Holly system of water-works was first used in 1871, but the following decade showed that the works, to keep pace with the city's growth, must be enlarged. In 1881 the present works were built, and to their construction and relocation Hon. P. L. Cable contributed \$25,000.00. A twenty-four-inch inlet-pipe, 2,200 feet in length, takes the water in its purity from the channel of the Mississippi river, and conveys it, for sanitary uses, to a settling-basin, from which it is pumped. In case of fire the water is pumped directly from the river. The works have two Holly pumps, with a capacity of 3,000,000 gallons every twenty-four hours. There are seventeen miles of water-mains, and over 1,000 consumers.

THE FIRE PROTECTION.

The water-works has over 100 hydrants distributed throughout the city. It is believed that the fire protection thus furnished with a never-failing supply of water, and a pressure adequate to any emergency, is all that could be desired. There are seven fire companies of twenty men each—one for each of the seven wards.

COUNCIL AND FINANCES.

The municipal affairs are administered by a council of fourteen alderman and the Mayor, each being elected for two years. The financial condition of Rock Island is healthy, a low rate of taxation and the ordinary licenses affording the necessary revenue.

THE PRESS.

Rock Island is well represented by its daily press, the Union, published by the Union Printing Company, being the leading republican morning paper, and the Argus, of which J. W. Potter is editor and proprietor, the evening democratic journal. Both issue weekly editions. There are also the Rock Islander, weekly, and the Volks-Zeitung, semi-weekly.

HOTELS AND OPERA HOUSE.

The hotel accommodations of any city afford a trustworthy means of measuring its enterprise and public spirit. It is to the hotel that the stranger goes on his arrival, and his impressions of the place are formed very quickly without his ever seeing the business blocks, the manufacturing enterprises, or before he knows anything of the general advantages offered. The thousands of visitors who have stopped at the Harper House annually for the last fifteen years, have been convinced that Rock Island is not lacking in first-class hotel facilities. Hon. Ben. Harper, to whom the city

is indebted for much of its prosperity, built wisely in this great monument of his liberality, to which he gave his personal supervision until his death — about one year ago. The Harper House enjoys the reputation of being the best hotel, in all respects, in Illinois, outside of Chicago. Its proprietor is Mr. Homer J. Lowrey, whose per-



HARPER HOUSE.

sonal attention is given to the management of the house. Its business is large, its cuisine first-class, and its furnishings elegant. There is no hotel in the world that is safer against fire. Every room has a mercury alarm, which at 110° of heat notifies the office; and all other means known to science are employed to insure the safety of guests.

The Rock Island, Taylor, and Commercial Houses will prove satisfactory to visitors content with comfort at less expense.

Harper's Theatre is the parlor opera house of the state. It seats 1,200, and has complete and splendid scenery and commodious dressing-rooms. It is supplied with upholstered opera-chairs, and is attractively furnished.

ENGINEER'S OFFICE.

The United States Engineer's office, under the charge of Captain A. Mackenzie, is located in Rock Island. The office has the direction of the Mississippi river improvements from St. Paul to the mouth of the Illinois river. The annual appropriation for this work for several years past has reached \$1,000,000.00.

IN GENERAL.

Rock Island is not without its fine church buildings, one of which is the Broadway Presbyterian, representing a cost of \$35,000.00. There are three Baptist, two Catholic, one Christian, one Episcopal, two Lutheran, three Methodist, and four Presbyterian churches.

The city is well lighted by both gas and electric light plants.

It has a full representation of all the military, benevolent, and civic societies, such as the Masons, Odd Fellows, Grand Army of the Republic, Ancient Order of United Workmen, Young Men's Christian Association, etc.

THE HENNEPIN CANAL.

CERTAIN TO BE BUILT.

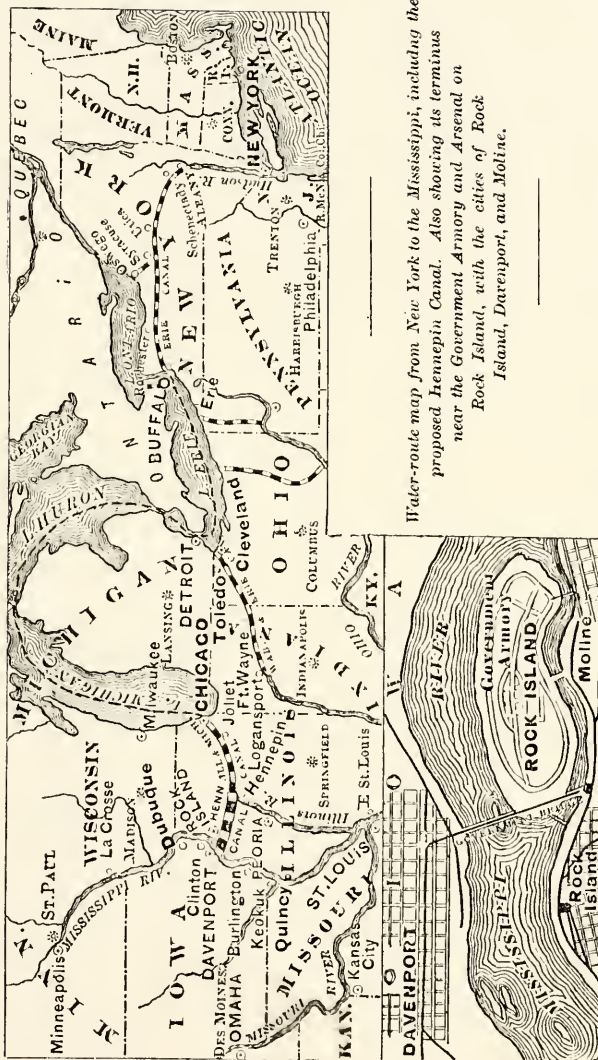
This favorably-known link of water communication between the Mississippi river and Lake Michigan, thereby affording an all-water-route to the seaboard, is an improvement of national importance, and it has been so recognized by several congresses. Both the house and senate of the forty-ninth congress passed the river and harbor bill containing a large appropriation for this work. The building of this canal will prove the solution, in a large measure, of the cheap transportation problem.

By the action of the general assembly, sanctioned by the popular vote of Illinois, the Illinois and Michigan Canal, extending from Chicago to Hennepin, has been ceded to the United States. This has been done with the understanding that the general government will accept the grant and complete the canal (for which the surveys have been made) to a point on the river at or near Rock Island. The length of the unbuilt link is only sixty-five miles. With this water-route open to boats, the farmers and merchants, mechanics and manufacturers, of the whole northwest will be the gainers. This locality will not only share the common good fortune, but it will reap, inevitably, local benefits of no mean proportions.

The map on the next page conveys the whole subject to the eye at a glance. By an act of congress, passed August 12th, 1882, an appropriation of \$30,000.00 was made for surveys of three practical routes for the canal between Hennepin and the Mississippi river. This work was completed by Major W. H. H. Benyaurd, and estimates furnished. It is stated that the cost of construction of the Rock Island route, the most desirable, including feeders and the right of way, will be \$6,672,800.00. This amount covers the estimated cost of the canal and feeder from Rock river to the summit line of the canal, each eighty feet in width at the water-line and seven feet deep, including locks 170 feet in length and thirty feet in width, with a capacity for vessels of at least 280 tons burden.

The practicability of the canal construction here contemplated has been thoroughly investigated, and that by the best of engineering talent. At the instance of citizens of Illinois and Iowa, Colonel J. O. Hudnutt, a civil engineer of eminence, who is quoted in the "Report of the Select Committee on Transportation Routes to the Seaboard," presented to the senate of the United States on April 24th, 1874, made the first survey of the Hennepin Canal route. In his report of that survey, rendered with estimates in 1866, Colonel Hudnutt so unequivocally endorsed the project as one of easy accomplishment, that he asserted that *"this would be the cheapest canal constructed in the United States."* His estimates, however, were for a canal of only 60 feet in width and 6 feet deep, with locks of 150 by 21 feet, to cost \$4,500,000.00. The first survey by the United States was that of Gorham P. Low, in 1870. It was made for a "ship-canal," and placed his cost at \$12,479,693.00. But a "ship-canal" has never been desired by the intelligent advocates of the Hennepin Canal, since a canal for commercial purposes is alone what is required. In 1874 the United States engineers made estimates for a commercial canal based on the survey of Mr. Low, which placed the cost at \$4,541,000.00. It was objected in the senate of the forty-seventh congress, however, that the Low survey did not actually locate the route, and that the estimates made did not include cost of right of way and fencing. Therefore that congress appropriated \$30,000.00 for a new survey and complete estimates, both as to the Hennepin Canal and the enlargement of the Illinois and Michigan Canal. The report of Major Benyaurd is the result, as heretofore quoted.

The Hennepin Canal is the grandest national work ever undertaken in the interest of cheap transportation. The seven northwestern states whose commerce it will cheapen produced, in 1879 (according to the United States census), in round numbers, 1,300,000,000 bushels, or 70,000,000 tons, of grain alone. The saving of two cents a bushel on one-half this amount would net \$13,000,000.00 in one year, or enough to build two such canals.



Water-route map from New York to the Mississippi, including the proposed Hennessee Canal. Also showing its terminus near the Government Armory and Arsenal on Rock Island, with the cities of Rock Island, Davenport, and Moline.

MILAN AND VICINITY.

THE ROCK RIVER WATER-POWER.

The incorporated town of Milan, an important factor from every point of view in the quartette of cities, is located three miles south of the city of Rock Island, on Rock river, near the confluence with the Mississippi. The chief feature of the place is its great water-power, which in volume is some three times that of the Merrimac river at Lowell. It includes all the water of Rock river. The fall is twelve feet, and may be increased to fourteen feet. The bed and shores of the river are, as the name suggests, of solid rock. The river frontage, suitable for mill-sites and the use of water, is one and one-half miles, and may be extended to almost any desired extent. It is so planned as to accommodate mills and factories with side-tracks. Extensive coal-mines are worked along the river banks, and south and also west of the town at different points, from one to twenty miles. Combined with an unlimited water-power, the place offers the inducements of cheap coal and both railway and river transportation facilities. The north side of Rock river is designated as Sears, in honor of one of the most enterprising citizens of the state.

THE TOURISTS' PARADISE.

One of the chief attractions to visitors is Black Hawk's Watch-Tower, illustrated and described in the following chapter. In addition there are several beautiful islands in the vicinity, offering every inducement of camp-life—fishing, boating, etc.

Milan is on the line of three railroads—the Rock Island & Peoria, the Rock Island & Mercer County, and the Coal Valley Mining Company—and within easy reach of the trunk lines centering at or passing through Rock Island. The Rock Island & Milan Street-Railway affords prompt means of communication with the tri-cities at all times.

BLACK HAWK'S WATCH-TOWER.

A FAMOUS LOOKOUT.

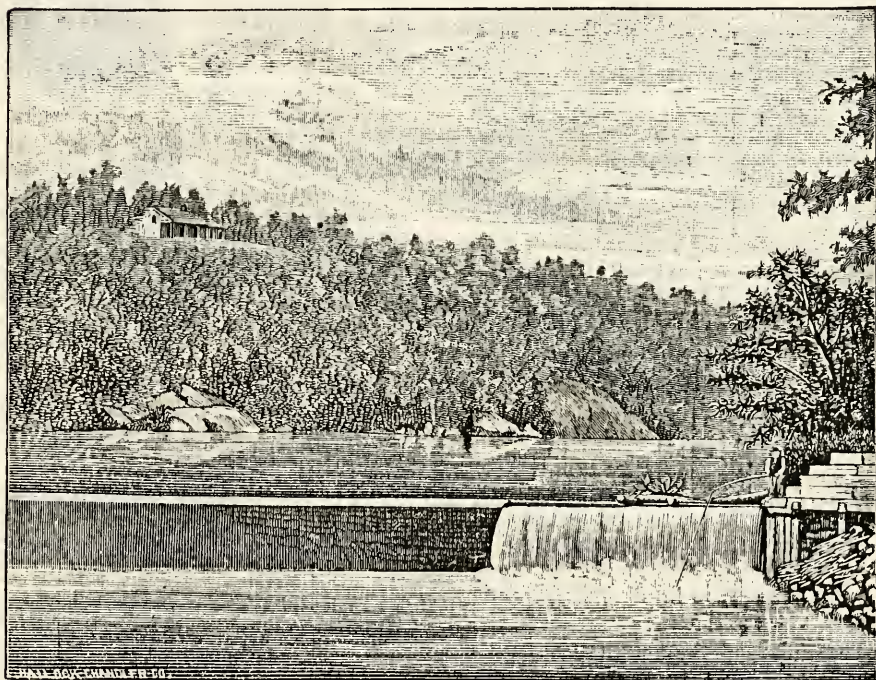


BLACK HAWK'S WATCH-TOWER, LOOKING EAST.

This historic spot, the subject of two illustrations, was the resort of the Indian chief Black Hawk. It is situated three miles south of the city of Rock Island, on the highest bank of Rock river, and was selected by the great Sac's father as a look-out at the first building of the tribe's village. From its commanding summit an unobstructed view is had up and down the valley of the winding river for many

miles, and across the low-lands to the south. For the last half a century the tower has been the admiration of thousands, and now that the street-car carries the visitor to the very peak, it is the popular resort of resident and tourist. The owner, Hon. Bailey Davenport, has erected a summer-house at the most charming point of view, which is open to all.

Black Hawk, in his autobiography, which was dictated to Antoine Le Claire in 1833, and which has recently been published by Colonel J. B. Patterson, says of this interesting place: "This tower, to which my name has been applied, was a favorite resort, and was frequently visited by me alone, where I could sit and smoke my pipe, and look with wonder and pleasure at the grand scenes that were presented by the sun's rays, even across the mighty water [the Mississippi]. On one occasion, a Frenchman who had been making his home in our village brought his violin with him to the tower, to play and dance for the amusement of our people, who had assembled there, and, while dancing with his back to the cliff, accidentally fell over it and was killed by the fall. The Indians say that always, at the same time of the year, soft strains of the violin can be heard near that spot."



BLACK HAWK'S WATCH-TOWER — FRONT VIEW.

Another legend is related by Black Hawk. In 1827, a young Sioux Indian who was lost in a snow-storm found his way into a camp of the Saes. While there he fell in love with a beautiful maiden, and, upon leaving for his own country, promised to return during the approaching summer and claim his bride. He did so, secreting himself in the woods until he met the object of his love. A heavy thunder-storm was coming on at the time. The lovers hastened to and took shelter under a cliff of rocks on the south side of the tower. Soon after they had done so, a loud peal of thunder was heard, the cliff of rocks was shattered into a thousand pieces, and the lovers buried beneath them. "This," writes Black Hawk, "their unexpected tomb, still remains undisturbed."

BLACK HAWK.

THE CHIEF OF THE SACS AND FOXES.

The following account, from "Patterson's Life of Black Hawk," will answer many inquiries:

"The great chieftain, after whom this noted promontory was named, was more than an ordinary man and warrior. He was born in 1767, in the village of the Sac Indians, at the foot of the bluffs on the north side of Rock river, about one mile from its junction with the Mississippi. In 1786 his father was killed in a battle with the Cherokees near the Merrimac, and at the age of nineteen years Black Hawk succeeded to be chief of the Sac and Fox Indians—the Fox tribe having, at Green Bay, some years previously, given up their separate organization, and joined the Sacs. These united tribes were very war-like and numerous. The Sac village on Rock river contained over 10,000 inhabitants, and the Fox village, situated from about Twentieth street, Rock Island, to near Wagner's brewery on Moline avenue, and between the bluffs and the river, had a population of over 5,000. The whole face of the country from the Mississippi to some distance back from the crest of the bluffs, except that occupied by the lodges, was one vast corn-field. All the higher points back of the hills, where the forest was permitted to grow, were 'lookouts,'



BLACK HAWK.

or points where a sentry was posted to prevent a surprise. The point known as 'Black Hawk's Watch-Tower' was covered with stately trees, from the tops of which the whole country for miles around was visible. From this 'lookout' a sentry was constantly on the watch, guarding the village on the low-land near its base.

"It was under these stately trees that Black Hawk would assemble his advisers and hold council. The hill-top just west of this 'tower' or 'lookout' was made sacred and dear by the ashes of his loved dead for many years. On the western slope of the tower itself Black Hawk had tenderly and affectionately laid to their last rest the remains of his father, a noble brave. When at last he himself was compelled to leave this loved home of his youth for the reservation on the Des Moines river, after the disastrous battle at Bad Axe, Wis., in August, 1832, he asked of the pale-faces one favor, and only one, and that was that the graves of his ancestors and his tribe be spared from desecration; that the tiller's plow should leave untouched the heaving turf above his sleeping dead. No nobler, braver, or truer man than this old chieftain ever trod our native soil; and when we look upon the lovely hills, the fertile valleys, the splendid water-courses, and consider the abundance of all kinds of game and fish then available, we do not wonder at his love for his favored home. After his defeat in 1832 he was held a prisoner, with his two sons, at Fortress Monroe for nearly a year, after which he went to his tribe on the Skunk river, west of Ft. Madison, Iowa. He died in Davis county, Iowa, a county on the Missouri line, about 100 miles west of Burlington, October 3d, 1838, and was buried there. He was sick only fourteen days. The only mound over the grave was some puncheons, split out and set over his grave and sodded over with blue-grass, making a ridge about four feet high. A flag-staff, some twenty feet high, was planted at the head, on which was a silk flag, which hung there until the wind wore it out. He was buried right where he sat the year before when in council with the Iowa Indians, and was buried in a suit of military clothes, made to order and given to him at Washington city, by General Jackson, with hat, sword, gold epaulets, tassels, etc. His body laid on a board, his feet about fifteen inches below the surface of the ground, and his head raised about three feet above the ground. A strong picket-fence, twelve feet high, enclosed the ground. His body remained there until 1839, when it was carried off by a certain Dr. Turner, then living at Lexington, Van Buren county, Iowa. The bones were afterward taken to Alton, Ill., and mounted with wire. Afterwards they were carried to Warsaw, Ill., but Black Hawk's sons, when they heard of the desecration of their father's grave, complained to Governor Lucas, of Iowa Territory, and he caused the bones to be brought back to Burlington, in the fall of 1839 or spring of 1840. The bones were subsequently placed in the collection of the Burlington Geological and Historical Society, and perished in the fire which destroyed the building and all the society's collections, in 1855."

COLONEL GEORGE DAVENPORT.

SKETCH OF A USEFUL LIFE.

Colonel George Davenport was the first white man to make a permanent settlement in what is now Rock Island county, arriving here in the spring of 1816. He was a native of England, born in Lincolnshire, in 1783. At the age of seventeen he enlisted as a sailor on a merchant-vessel, and for the next three years he visited France, Spain, and Portugal. After a remarkable experience on the high-seas, Davenport enlisted in the regular (American) army in 1805. In the spring of the next year he went with his regiment to New Orleans. For ten years he served his adopted country as a soldier, principally against the Indians.

ARRIVAL AT ROCK ISLAND.

On receiving his discharge in 1815, he was employed by Colonel William Morrison, of Kentucky, government contractor, to supply the troops with provisions. Going to St. Louis, he took charge of several keel-boats loaded with provisions. A large drove of cattle were also purchased and driven through the country. They started up the river, and arrived at the mouth of the Des Moines river late in the fall, and concluded to stop there for the winter.

In the spring of 1816, in company with Colonel Lawrence, in command of the Eighth Regiment, United States infantry, they again embarked on boats, and proceeded up the river. Arriving at the mouth of Rock river, they examined the country for a site for a fort, resulting in the selection of the lower end of Rock Island as the most suitable point. They landed on Rock Island, May 10th, 1816, and here Mr. Davenport made his home until his death. His residence, a double log-cabin, was near the foot of the island, where he subsequently erected a large two-story frame house, a fine sketch of which is shown in this work.



COLONEL GEORGE DAVENPORT.

AS AN INDIAN-TRADER.

The Indians at that time were not very friendly to the Americans, but soon took a fancy to Mr. Davenport, giving him the name of Sag-a-nosh, meaning "an Englishman." During the second year, with what little money he had saved, he purchased a stock of goods, and began trading with the Indians. As an Indian-trader he was remarkably successful, securing and retaining their good-will and confidence, although for a time he had more or less trouble with the Winnebagoes, at one time narrowly escaping being massacred. In 1823 the first steamboat—the Virginia—arrived at the island, loaded with provisions for Prairie du Chien, and Mr. Davenport was called upon to pilot her over the rapids. In 1825 a post-office was established upon the island, with Mr. Davenport as postmaster. He held the office until its removal to the main-land, on the organization of the county. In 1827 he visited his native land, after an absence of twenty-three years, returning in 1828.

HIS INFLUENCE WITH THE INDIANS.

During this year the first settlements were made in this vicinity. As they were poor, Mr. Davenport furnished many of them with provisions and groceries until they could raise a crop. When the Indians returned in the spring of 1829, Mr. Davenport used all his influence to induce them to remove to the west side of the Mississippi river, and partially succeeded. Waupeello removed his village to Muscatine slough, and Keokuk, with part of the Sacs, to the Iowa river; but Black Hawk and

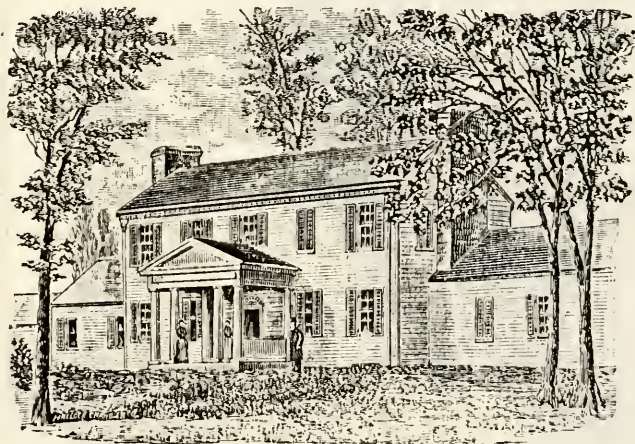
the remainder of the Sacs refused to go, claiming that they had never sold their land. During the Black Hawk war that followed Mr. Davenport was appointed Quartermaster-General, with the rank of Colonel.

AS A TREATY-MAKER.

On the organization of the county, Colonel Davenport was elected one of the first county commissioners, and served some two or three years. In the fall of 1835, in company with several others, he purchased a claim of Antoine Le Claire, across the river, in Iowa, and proceeded to lay out a town. To this town was given the name of "Davenport," in his honor. In the fall of 1837 he visited Washington city, in company with a number of chiefs of the Sac and Fox nations, and aided the government in the purchase of a large portion of Iowa. In 1842 Governor Chambers made another treaty with the Sacs and Foxes. He told the chiefs to select any of their white friends they might choose to assist them in making a treaty. They selected Colonel Davenport as one of four. By this treaty the Indians sold all of their lands within the state of Iowa. Shortly after this Colonel Davenport withdrew from the Indian trade, and devoted the remainder of his life to the improvement of his property in Davenport and Rock Island.

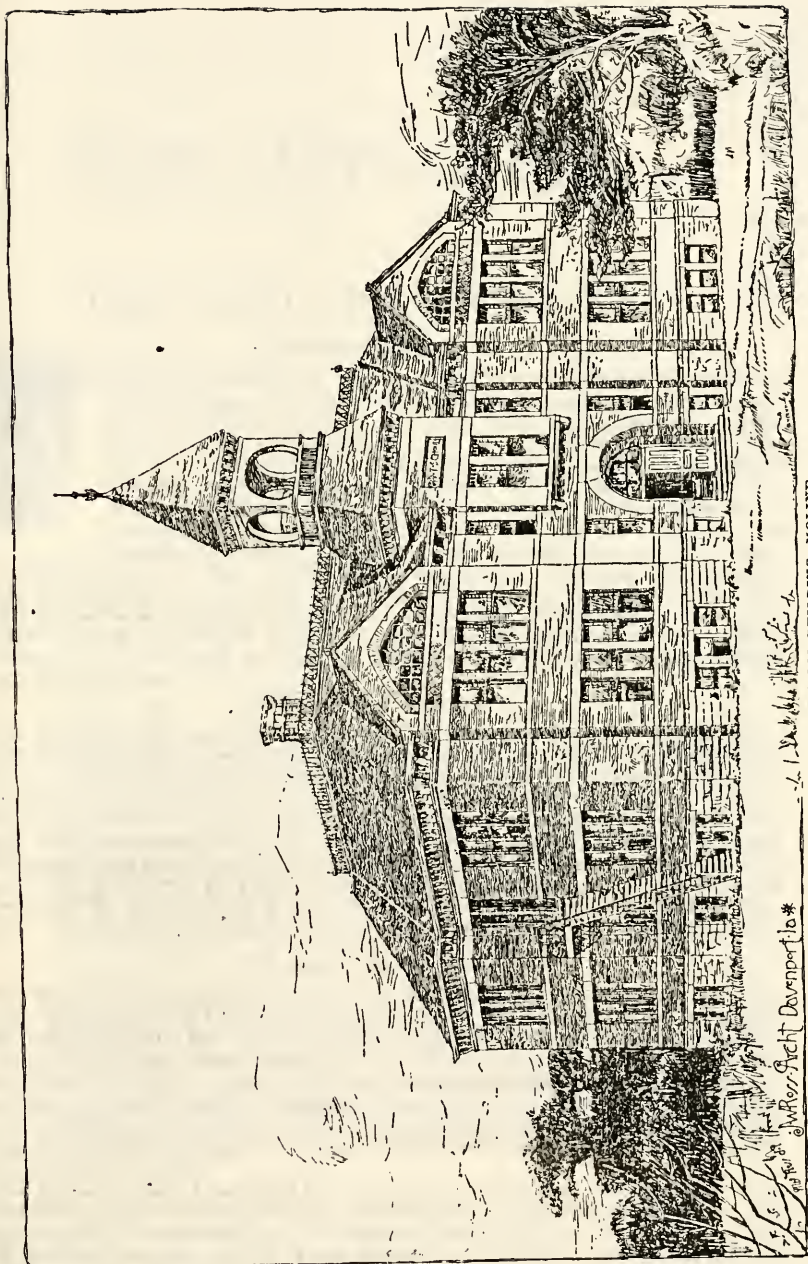
HIS PERSONAL CHARACTERISTICS.

"Colonel Davenport," said a well-known writer, "was of a very free and generous disposition—very jovial and fond of company. After retiring from the Indian trade he spent the winters generally in St. Louis or Washington. Whether traveling on a steamboat or stopping at a hotel, he would always have a crowd around him listening to his stories and anecdotes. He never sued any one in his life, and could not bear to see any one in distress without trying to relieve him. He enjoyed excellent health and spirits, and had the prospect of living many years to enjoy the comfort for which he had toiled so hard, but was struck down by one of a band of robbers, in his own house, on the 4th of July, 1845. He died aged sixty-two."



COLONEL DAVENPORT'S HOUSE IN 1860.

The life of Colonel Davenport was a long and active one. "Although of trans-Atlantic extraction," says the writer already quoted from, "he was a true type of the American, possessing indomitable resolution, a restless desire to progress, with an invincible determination to overcome obstacles and achieve success. Much as his courage, perseverance, enterprise, and ability demand admiration, there is still something more than these commanding our respect and honor; something which is more lustrous than wealth, better than position or title; it was his humanity."



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GRANT SCHOOL BUILDING, MOLINE.

THE ARSENAL.

THE ISLAND OF ROCK ISLAND.



A MAGNIFICENT PARK.

THE MOST beautiful of the many islands which divide the waters of the Mississippi river, from its source to its mouth, is Rock Island. It is the object of attention and praise from the thousands of tourists who go up and down the river from May to October. Viewed from the deck of a steamboat, it is a picture of grandeur which dwells upon the vision, while many a traveler by rail stops here for a day to enjoy its shady drives and broad avenues. It is a magnificent national park — one which the public is always free to enjoy. Its location is fortunate — almost midway between the head of navigation and the largest river city. It derives its name from the nature of its formation. The Island rests upon a bed of rock, consisting mainly of gray magnesian limestone, which in places crops out on the surface, but is generally covered with from one to eight feet of earth, principally loam and clay, though sometimes sand or gravel. The limestone is hard, strong, and durable, though it is never found in strata suitable for quarrying purposes.

AREA OF THE ISLAND.

The length of the Island is nearly two and three-fourths miles, and its width varies from one-fourth to three-fourths of a mile. It contains, above low-water mark, 970 acres. The course of the Mississippi, for some six miles, is nearly with the sun, and lengthwise the Island lies east and west. The surface of the Island is waving, yet not to any marked extent, and it is covered generally with sparse timber. On much of it the first growth of timber has been removed, and is replaced by a second growth, mixed with some large old trees that remain. The native trees are principally oak, elm, ash, bass-wood, hickory, and walnut. The highest part of the Island is that occupied by the shops, all of it being from 17 to 23 feet above the highest stage of water. The other high grounds are generally from 14 to 20 feet above high water.

THE BLACK HAWK WAR.

The United States acquired its title to Rock Island through a treaty which was made by William Henry Harrison, Governor and Superintendent of Indian Affairs for the Indian Territory and District of Louisiana, with certain chiefs of the Sac and Fox tribes of Indians, at St. Louis, Mo., in November, 1804. Black Hawk, the famous Indian hero of the Black Hawk war, was the principal chief of the Sacs, and did not sign the treaty, but held, during the war of 1812 and the Black Hawk war, that the treaty was not binding. Various other treaties were signed by other chiefs and warriors, but it is doubted if Black Hawk wrote his name to any of these, though the records conflict.

The Island of Rock Island was not occupied by white men, and appears to have had no history, until the breaking out of the war with Great Britain, in 1812. The Indians occupied it unmolested, and it was their favorite hunting and fishing-ground, and its beautiful scenery and rich woods made it a favorite resort for feasts and for the performance of religious and other ceremonies.

FORT ARMSTRONG.

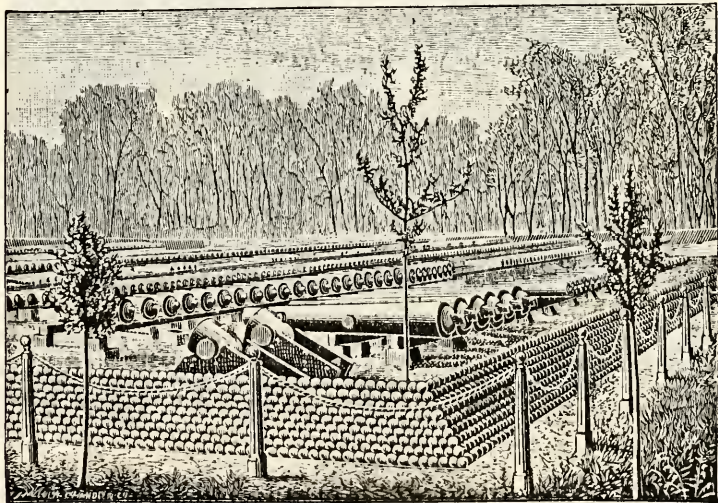
In September, 1815, the Eighth United States Infantry was sent from St. Louis to establish a fort upon the Island. Owing to the difficulties of travel, the troops first landed on the Island May 10th, 1816. Soon after was commenced the construction of the fort, named Fort Armstrong, in honor of the Secretary of War. Its location was the extreme northwest corner of the Island. The fort had an interior of 400 feet square. The lower half of the walls was of stone, and the upper half of hewn timber. The fort was completed in 1817, and from that time to the breaking out of the Black Hawk war, in 1831, no unusual event is connected with it.

After the close of the war there were no further hostilities with Indians. A garrison was maintained at Fort Armstrong till May 4th, 1836, when the fort was evacuated. General Street, Indian Agent, had charge of the Island until 1838, when Colonel George Davenport succeeded him, remaining in charge two years. In 1840 an ordnance depot was established at the fort, of which Captain Shoemaker had charge until 1845, when the stores were removed to St. Louis Arsenal. From 1845 till the act for establishing the Rock Island Arsenal was passed, in 1862, the Island was in charge of a civil agent or custodian employed by the war department, out of the control of which it never passed.

THE COMMANDANTS.

GENERAL THOMAS J. RODMAN.

The act of congress locating the National Arsenal on Rock Island was approved July 11th, 1862, and it appropriated for the purpose \$100,000.00. This was the first action of congress looking definitely to the construction of the Arsenal. Ground for the first building—that now seen at the extreme west end of the Island—was



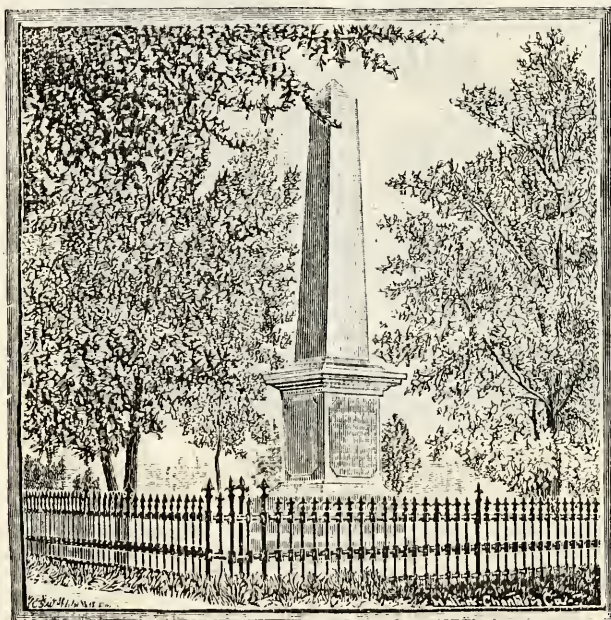
THE ARSENAL GUN-YARD ON MAIN AVENUE.

broken September 1st, 1863. The corner-stone was laid April 20th, 1864. The tower of this building is supplied with one of the best clocks in the United States. It has a dial twelve feet in diameter on each of the four sides of the tower, and a striking bell weighing 3,500 pounds. The dials can be easily read from the cities of Davenport and Rock Island. General Thomas J. Rodman, the inventor of the famous gun bearing his name, was assigned to the command of the Arsenal in June, 1865, succeed-

ing Major Kingsbury, who was the first ordnance officer in command. General Rodman assumed his duties August 3d, 1865, and his command continued until his death, June 7th, 1871.

It was on February 7th, 1866, that General Rodman submitted plans to the Chief of Ordnance, comprehending ten great shops, in two rows of five shops each, those on the north being designed for the Armory, and those on the south for the Arsenal. These plans were approved, and General Rodman began the execution of his mighty work.

An act of congress approved March 3d, 1869, appropriated \$500,000.00 for the construction of the bridge across the Mississippi. Upon this work of engineering General Rodman bestowed a great deal of time, labor, and trouble; and to him belongs the honor of completing the plans. He lived to see his plans for the Arsenal materialized in the construction of two of the great shops and the quarters for the commanding officer.



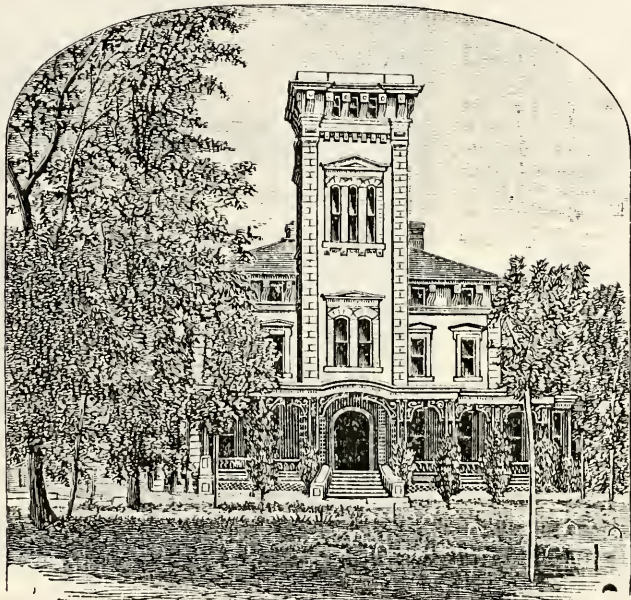
GENERAL RODMAN'S TOMB.

General Rodman died at his quarters at the Arsenal, June 7th, 1871. At the request of the Chief of Ordnance, he was buried upon the Island, in a lot of ground set apart for that purpose, near the national cemetery, at the east end of the Island. There a modest shaft, bearing the honored name of "RODMAN," marks the last resting-place of the illustrious soldier and noble citizen.

COLONEL D. W. FLAGLER.

Colonel D. W. Flagler was placed in command of the Arsenal by an order issued from the Adjutant-General's office, June 15th, 1871. He at once comprehended the importance of the great work placed in his charge, and to it, for fifteen years, he gave his time, careful attention, and profound study. The plans, as he received them, were imperfect in the details, compared with the elaborate work that developed from them, with the numerous changes and improvements that have been made. The progress of construction was supplemented by the manufacture of stores for the army to the extent of \$150,000.00 annually for several years. In this way Colonel Flagler proved that ordnance stores can be manufactured here and distributed to the

army cheaper than they can be fabricated in the east and brought west. He superintended the building of the great shops, the water-power machinery, the officers' quarters, the soldiers' barracks, a complete system of sewers, the Moline bridge, the roads, streets, and avenues about the Island, the system for transmitting power, the grading and ornamentation of grounds. Colonel Flagler was transferred to Frankford Arsenal, Philadelphia, in the summer of 1886.



THE COMMANDANT'S RESIDENCE.

COLONEL THOMAS G. BAYLOR,

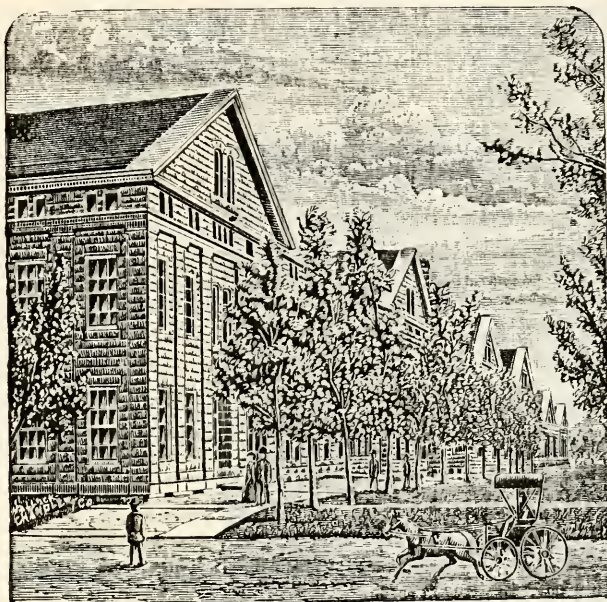
The present commandant, graduated from West Point with the class of 1857. He served as Second Lieutenant at Fortress Monroe from July, 1858, to July, 1861. Later he was commandant at Fort Monroe Arsenal, serving in that capacity from August 15th, 1861, to October 20th, 1863, when, having been promoted to the rank of Captain, he was appointed Chief of Ordnance for the Army of the Cumberland. His war record was gallant, and his responsibilities many. In June, 1865, he was reappointed commandant of Fort Monroe Arsenal, and remained there till 1876, when he was transferred to the command of the New York Arsenal. After ten years' service at that Arsenal, he was transferred to Rock Island in 1886, having been promoted to the full rank of Colonel.

ARSENAL, AND ARMORY SHOPS.

THEIR EXTENT AND CHARACTER.

The row of five shops south of the main avenue are for the Arsenal, and the five north of the same avenue are for the Armory. The center shop in the row is the forging-shop and foundry of the Arsenal, and the other four are designed for finishing — wood, leather, and metal-working shops of all kinds for the manufacture of all the material of war. The center shop of the north row is the rolling-mill and forging.

shop for the Armory, and the two on either side of it are finishing and wood-working, or "stocking," shops for the manufacture of all kinds of small arms. The center shop in each row is only one-story high, and the other four have a basement and three stories. The ground-plans of all the ten shops are alike. Each building consists of two parallel wings, 60 by 300 feet, 90 feet apart. This leaves an interior



PARTIAL VIEW OF ARMORY SHOPS.

court 90 by 238 feet. The porticoes at the sides project twelve feet, and are 60 feet wide; and those in front project two feet, and are also 60 feet wide. The total area of each shop, including thickness of walls, is 44,280 square feet — a little more than one acre.

The walls of all these buildings are entirely of stone. The exterior or face-stones are heavy ashlar, laid in courses, jointed, and having a squarely-broken face, without tool-marks. The backing is rubble, laid also in courses, and has its face, which forms the interior of the wall, well pointed. The average thickness of the walls is as follows: First story, three feet four

inches; second story, two feet ten inches; third story, two feet four inches. The amount of material entering into the construction of one of these buildings is enormous. In shop A, the first built, for instance, there are 30,115,800 pounds of rock; 26,000 of copper; 362,500 of slate; 1,331,500 of lumber; 2,199,646 of iron; 3,132,800 of brick; 200,000 of plaster.

ARSENAL NOTES.

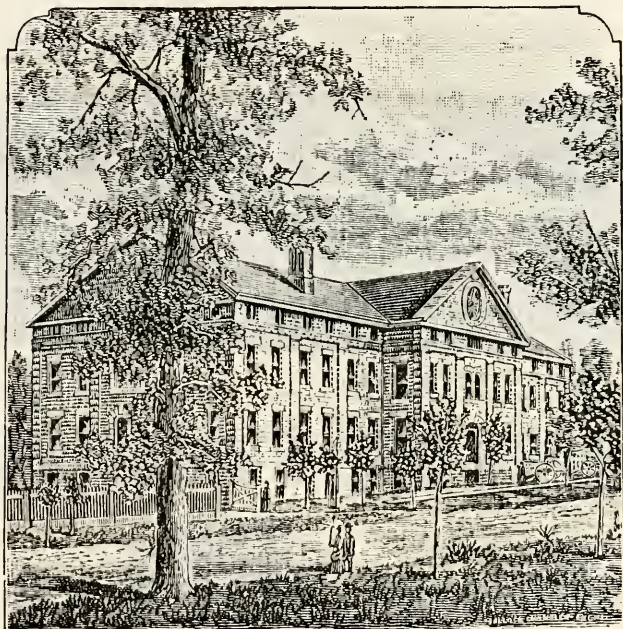
A BRIDGE TO EACH OF THE THREE CITIES.

The Island is connected with the Iowa side of the river by one bridge, and with the Illinois side by three bridges. The main bridge is at the extreme northwest corner of the Island. This spans the main channel of the Mississippi river. The total length of the bridge is 1,550 feet 6 inches, divided into five spans and one draw — the latter having a total length of 368 feet. The north shore span is 197 feet in length, and the one on the south or Island end is 100 feet 8 inches, making the total length, including shore spans, 1,848 feet 2 inches. The draw is double, rests on a center pier, and gives, when open, clear water-ways between the draw-pier and the adjacent north pier 162 feet, and the same on the south side. The bridge is double-decked, the wagon-road being on the lower, and the railroad on the upper deck. The cost of this bridge was \$1,000,000.00. The wagon bridge leading to Rock Island

is 600 feet in length, of four equal spans; there is an iron railroad bridge also leading to Rock Island. At the upper end of the Island there is a bridge thrown across Sylvan water connecting with Moline. This bridge is 711 feet long, of five equal spans.

THE DESIGN.

The design of the Arsenal is evident—the ordnance department supplies the army with every article used by the soldier for offensive and defensive purposes. It is proposed by the government to make this Arsenal the Arsenal for the whole Mississippi Valley. When completed, if crowded to its full capacity in time of war, it will be sufficient to arm, equip, and supply an army of 750,000 men.



SOLDIERS' BARRICKS.

THE ISLAND DURING THE WAR.

During the Civil war, Rock Island was transformed into a military prison. From 1863 until the close of the war there were upwards of twelve thousand Confederate soldiers confined as prisoners there. During that period the number of deaths was 1,961, all the interments being made on the Island. The city of the dead so populated is no longer pointed out by the small mound or leaning head-stone. These have all been leveled, and suggestions of the prison days are undisclosed.

THE NATIONAL CEMETERY.

In the national cemetery, at the upper end of the Island, lie the remains of about 400 Union soldiers. The grounds are scrupulously cared for, and with each recurring 30th of May the graves are strewn with wreaths of flowers.

THE ARSENAL WATER-POWER.

On the south side of the Island, almost midway between the cities of Rock Island and Moline, the United States has constructed a water-power of nearly 4,000-horse-power. This is, however, small in comparison with the water-power yet to be utilized. But it suffices to do the work of the Arsenal shops at the present time.

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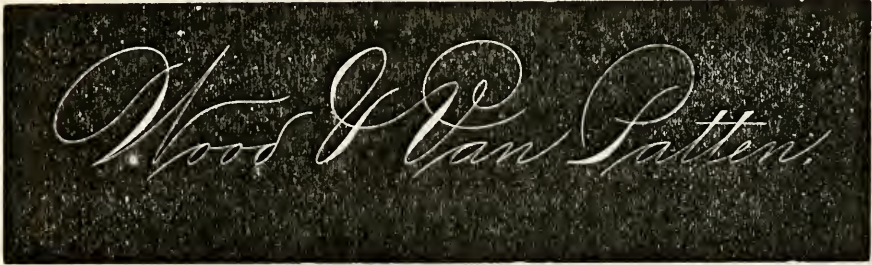
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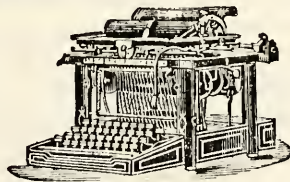


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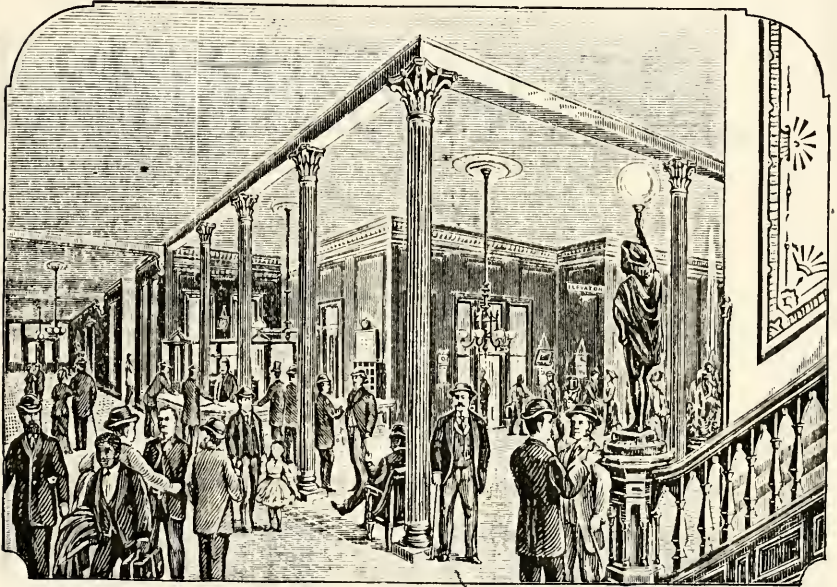
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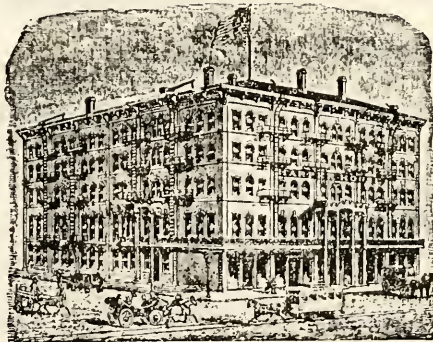
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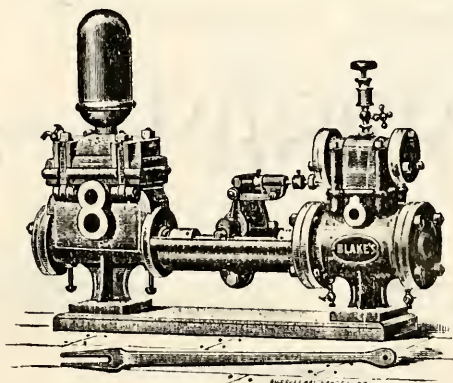
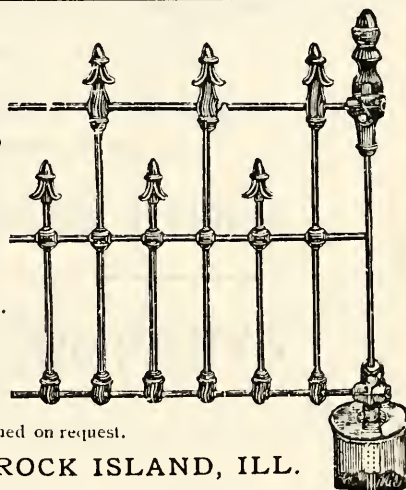
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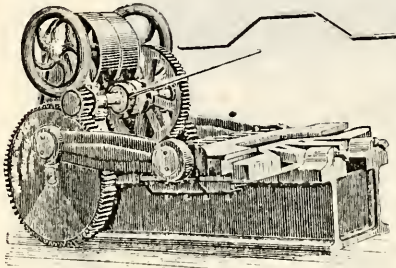
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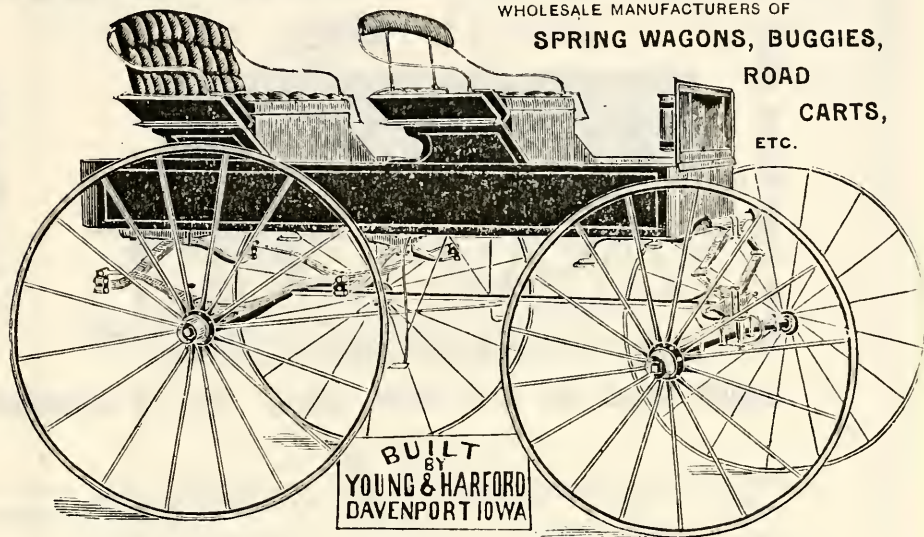
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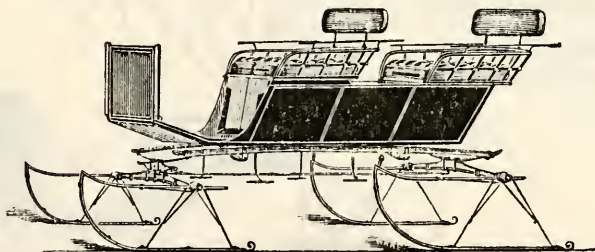
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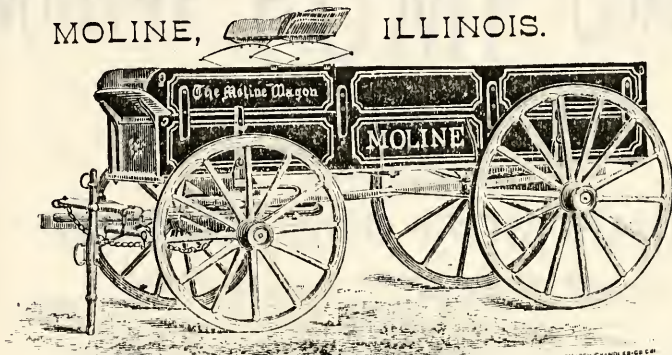
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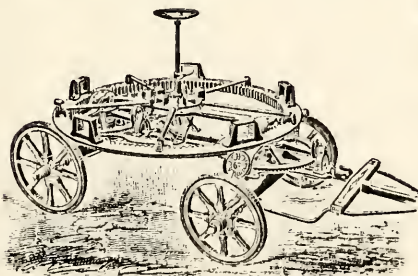


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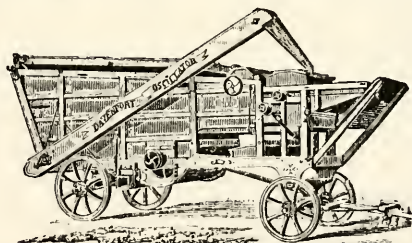
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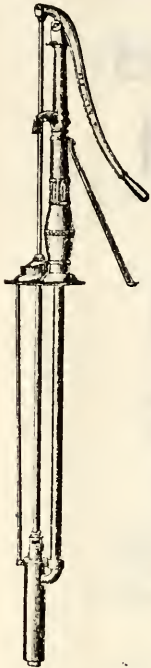


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
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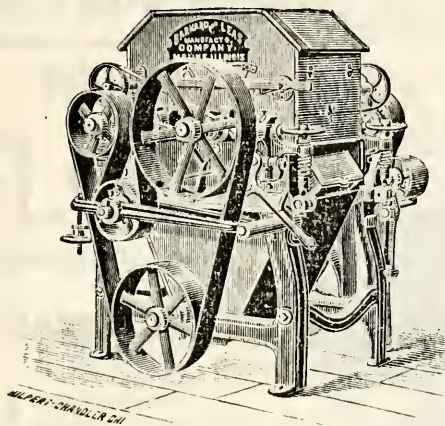
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• Wheel Walking Plow •

Its Superiority Covers the following Points of Excellence:

It is Perfectly Balanced on the Wheels, affording perfect support to the plow, and avoids dragging at the corners.

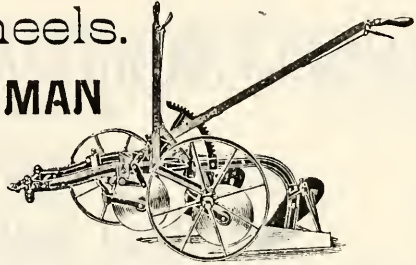
It can be Leveled instantly, while team is in motion, preventing landside and bottom friction, and insuring light draft.

It will Turn a Square Corner, when in or out of the ground, on account of the wheels being maintained in a natural position.

The Land Axle has Spring Connecting it with leveling power, which prevents plow from being too rigid, and insures an even depth of furrow when passing over dead furrows, corn rows, or uneven ground.

For prices, terms, and agency, address the manufacturers,

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On Account of the Perfect "Balance" of the plow on the wheels, a boy that can drive can handle the plow with ease.

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The Team is Hitched and plow landed in the ordinary way.

It is so Constructed that it can be instantly forced into the ground, and has sufficient suction to hold it down to its work in the hardest ground.

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The Original and Famous Three-Wheeled Plow, which for Lightness of Draft and Working Qualities is the Conceded Champion of the Whole Plowed World.

POINTS OF SUPERIORITY.

It runs lighter than any other plow made, because by means of the perfect support afforded by three wheels the plow is carried, not dragged.

It is easy on the team, because there is absolutely no weight on the horses' necks.

It turns square corners, turning furrows either inward or outward, as may be desired.

The rear furrow wheel is locked when plowing straight ahead, but unlocked by foot-trip when necessary to turn. After the corner is turned it locks itself automatically.

The caster wheels running in furrow effectually prevent any strain on the frame of the plow, or on the horses when turning. The plow is turned on the same principle as a cart.

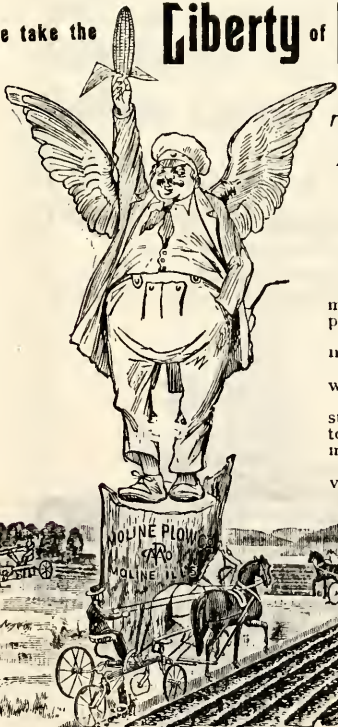
The front furrow wheel is at point of plow, insuring a uniform depth when crossing dead furrows or ditches.

The land axle has a spring that keeps the plow from being too rigid, and causes it to cut level when crossing corn furrows or ridges.

The team is hitched the same as to a walking plow, and the horses draw easily and naturally.

The plow is in front of the driver, where its work is constantly under his eye.

These, and many other points, fully explained, illustrated, and proved in our descriptive circulars, sent free to any address.



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Broad-cast Seeders, Fifth Shovels, Cotton and Corn Planters, Mold-board Shovels, Cotton Sweeps, and Scrapers, and Attachments for Cultivating Listed Corn.

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Stalk Cutters, Single and Double Row.

Combined Listers. Rotary Drop Planters.

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Plows for Southern Trade. Black-land and Sandy-land Plows, Combined Cotton and Corn Planters with Forced Feed, Cotton Root Cutters, Grub Plows, Georgia Stocks, Double Shovels, etc.

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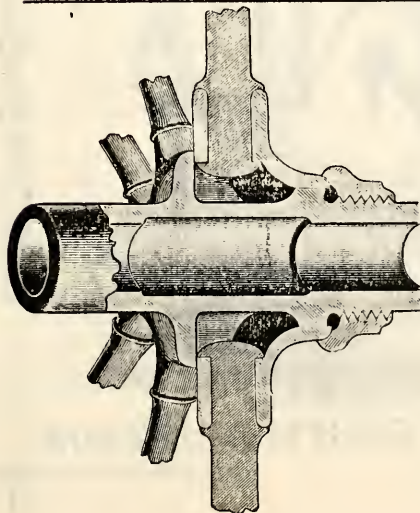
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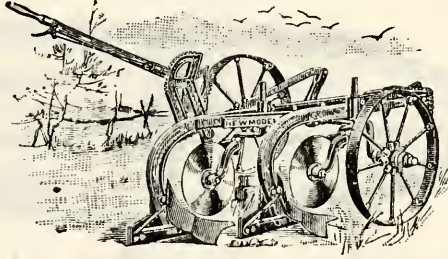
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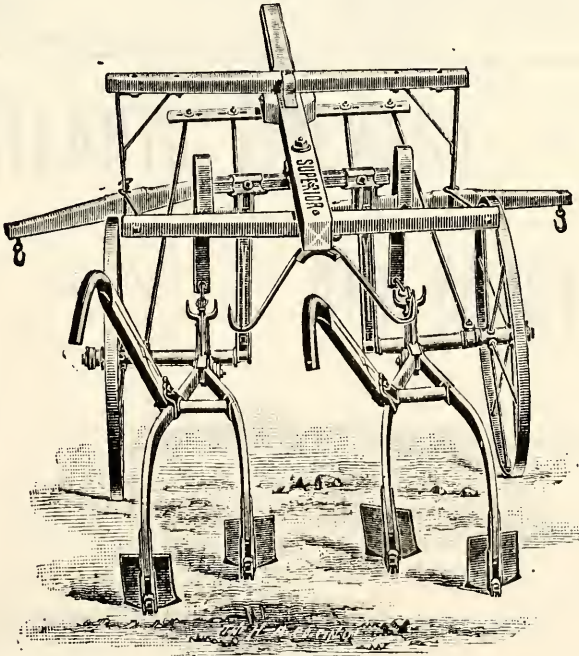


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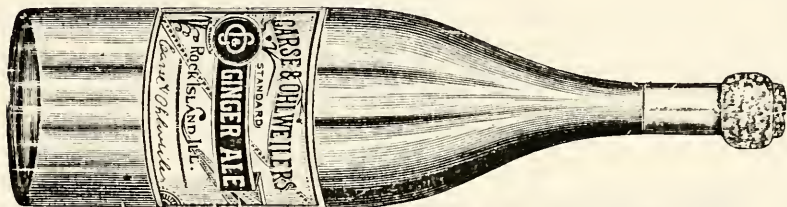
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Magnesia8,869	Iron oxide and alumina.....	.0,258
Chlorine4,357	Volatile matter.....	.3,855

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EAST, SOUTH, and SOUTHEAST.

2 FAST TRAINS DAILY
EACH WAY.

CLOSE CONNECTIONS IN UNION DEPOT, PEORIA,

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FAST TIME, CLOSE CONNECTIONS, ELEGANT DAY COACHES

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This universally popular railway was the FIRST to construct a through line to Rock Island, and the FIRST to connect the "three cities"—by the erection of a magnificent bridge across the Mississippi river at that point. It has been the chief instrumentality in the encouragement and expansion of those cities to metropolitan greatness, and the industries they represent to mammoth proportions. For many years after the completion of its line to Council Bluffs, to a close identification with what was for a long time the main transcontinental thoroughfare to the Pacific, it was satisfied to restrict its business operations to a field which it had conquered for its own legitimate traffic, and over which it held an almost undisputed sway. When its vast and growing business, and the rapid development of Kansas made an outlet via Atchison and Kansas City necessary, it built its Southwestern Division, making those two cities and Leavenworth its terminal points. Subsequently it obtained control of the Burlington, Cedar Rapids & Northern and Minn. & St. Louis lines and extensions in Iowa, Minnesota, and Dakota, establishing the FAMOUS ALBERT LEA ROUTE, which, from the day of its opening to the public as a through line for traffic and trade, has commanded the lion's share of business between Kansas City and Chicago (and intermediate points) and Minneapolis and St. Paul. Within the past year—driven to this course by the fierce competition of rival and hostile lines which were attacking its business at Missouri river points and depleting its sources of revenue—it determined on a bolder and more aggressive policy than that hitherto pursued. After carefully formulating its plans, and raising all the capital necessary to accomplish its purposes, it suddenly and boldly struck out into "pastures new;" and the indomitable energy displayed in the construction of its numerous extensions west and southwest of St. Joseph and Kansas City into southern Nebraska and Kansas, has been unexampled in the history of railroad building. The network of lines now constituting the CHICAGO, KANSAS & NEBRASKA RAILWAY (so far as completed) furnish ample testimony to the intelligent direction and indomitable executive force which have accomplished, in a time so short, results so amazing.

Starting at St. Joseph, Mo., it will be seen (by reference to the map of route in this issue) that the CHICAGO, KANSAS & NEBRASKA RAILWAY divides into five distinct main lines—one west, through southern Nebraska, one through northern Kansas, one southwest and nearly south to the Indian Territory, one to the southwest corner of Kansas on the direct line to El Paso, and another extending through the interior heart of Kansas to an ultimate western terminus. By the conditions of a lease made with the UNION PACIFIC, this company also has the use of its track between Kansas City and Topeka, thus securing the best practicable route for through travel in a southwest direction between Chicago and the Pacific coast. The mileage of the different lines constructed thus far during the past year are as follows:

	Miles.
St. Joseph, Mo., southwest to Wellsford, Kas. (El Paso Line).....	340
Herington, Kas., southwest to Caldwell, Kas. (Gulf Line).....	123
Horton, Kas., northwest to Nelson, Neb. (Yellowstone Nat. Park Line).....	166
Fairbury, Neb., southwest and west to Mankato, Kas. (Denver Line).....	70
McFarland to Grant, Kas. (Clay Center Line).....	35
Herington to Enterprise, Kas. (Salina Line).....	14
Kansas City to Topeka (leased line).....	65
Total mileage.....	816

The foregoing mileage, all of which has been built within the past year, and nearly all of which is now in practical operation, is a record that shows a wonderful enterprise and energy. Many more miles will, it is believed, be added to the above aggregate before the close of the year, for grading and track-laying is still going on as fast as the ground can be put in shape and the rails laid. It should be borne in mind that the mileage above given by no means represents all that has been accomplished or the capital that has been expended. A vast system of machine and work shops have been established at favorable locations; numerous convenient and commodious stations erected, including the splendid official headquarters, hotel, and depot at Topeka; machinery plant purchased and put in place; locomotive engines finished and harnessed to trains; while the entire system has been splendidly equipped throughout—coaches of all kinds suited to modern travel and with the latest improvements—by the celebrated Pullman Palace Car Company, which fact is alone a sufficient guarantee of its superiority.

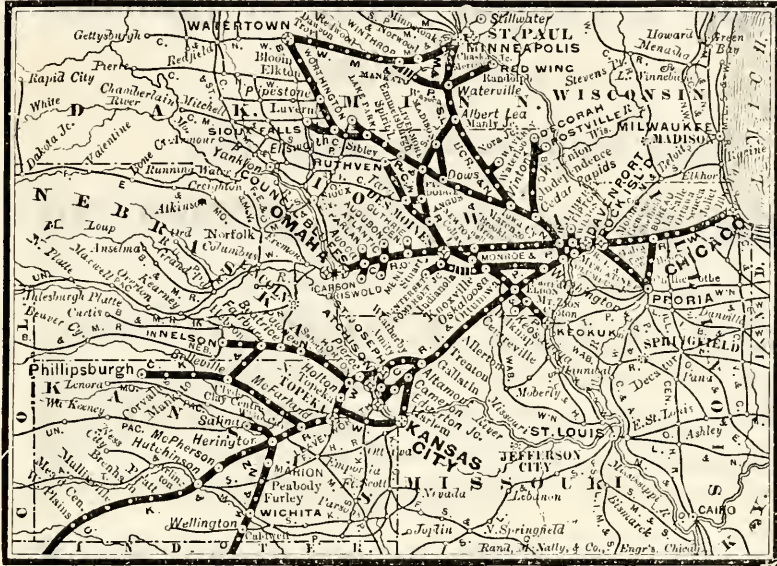
The ROCK ISLAND has taken a bound into the arena of competition which has already given it a prominent place among the few great railway systems of the world. The lines now composing it are substantially as follows:

	Miles.
Chicago, Rock Island & Pacific	1,384
Burlington, Cedar Rapids & Northern	1,039
Minneapolis & St. Louis	580
Chicago, Kansas & Nebraska	816

Total mileage constructed and in operation.....3,819

A MAN

who is unacquainted with the geography of the country west northwest, and southwest of Chicago—that vast, highly-cultivated, thickly-populated, and prosperous section of the continent known as the “Middle-West”—will derive much important and useful information from a study of the following map of the



CHICAGO, ROCK ISLAND & PACIFIC RAILWAY.

It is a noticeable fact that the flourishing and opulent cities of Rock Island, Davenport, and Moline are the keys to the situation—the very centers of the system to which that railway offers the best possible facilities to all points (and in every conceivable direction) reached by its main lines, branches, and extensions. Going to Chicago, Peoria, St. Joseph, Atchison, Leavenworth, Kansas City, Des Moines, Council Bluffs, Omaha, Sioux Falls, Watertown, Minneapolis, and St. Paul, the “Great Rock Island,” with—

THE FAMOUS ALBERT LEA ROUTE,

Constitutes the best, most direct, and universally popular line, or system of lines. Between all those points Daily Fast Express Trains run in either direction, consisting of fine Day Coaches, elegant Dining-Cars (serving delicious hot meals at 75 cents each), magnificent Pullman Palace Sleeping-Cars, and (to and from St. Joseph, Atchison, and Kansas City) restful Reclining-Chair-Cars, seats Free to holders of first-class tickets. The Rock Island is admirably and carefully managed, operating a double steel-truck between the “Three Cities” and Chicago. It aims to give satisfaction to the traveling public, assuring its patrons safety, certainty, comfort, and luxury.

Fast Limited Express Trains daily each way, saving five hours time between Chicago and Council Bluffs and between Chicago and St. Joseph, Atchison, Leavenworth, and Kansas City. Connections with corresponding fast trains at these terminal points, going through to Los Angeles, Portland (Ore.), San Francisco, and all Pacific coast points. California excursions daily at lowest round-trip rates.

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EAST for Chicago and all points in the Middle, Southeastern, and Eastern States.

WEST for Council Bluffs, Kansas City, and all points in Nebraska, Kansas, Colorado, New Mexico, Utah, Nevada, and California.

Solid Trains with Pullman Sleepers

ARE RUN BETWEEN

CHICAGO, MINNEAPOLIS, and ST. PAUL,

VIA THE

FAMOUS ALBERT LEA ROUTE,

AND BETWEEN

ST. LOUIS, MINNEAPOLIS, and ST. PAUL,

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St. Louis, Minneapolis, and St. Paul Short Line

DINING-CARS ON ALL ALBERT LEA ROUTE TRAINS.

The through trains leave Chicago via the Chicago, Rock Island & Pacific Railway; St. Louis via the St. Louis, Keokuk & Northwestern Railway, and Minneapolis and St. Paul via the Minneapolis & St. Louis Railway.

This line operates over 1,000 miles of road, consisting of the Main Line, Burlington, Iowa, to Albert Lea, Minnesota; Muscatine Division, Muscatine, Iowa, to What Cheer and Montezuma, Iowa; Clinton Division, Clinton to Elmira, Iowa; Iowa City Division, Elmira to Riverside, Iowa; Belmond Division, Dows to Belmond, Iowa; Decorah Division, Cedar Rapids to Postville and Decorah, Iowa; Iowa Falls Division, Cedar Rapids to Worthington, Minnesota, and Watertown, and Sioux Falls, Dakota; Waverly Short Line, Waverly Junction to Waverly, Iowa.

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In addition to the matter of fact time schedules, dealing only with figures showing the arrivals and departures of trains at all stations, the Railway Companies find it necessary to attract the public eye, and call attention to the particular special facilities offered, by printing more or less expensive posters and hand-bills, and by publishing guide-books, pamphlets, circulars, calendars, almanacs, etc., which, while serving to advertise the various roads, also convey to the intelligent mind considerable information of a character calculated to instruct the reader thereof. The Western roads, particularly, have found it profitable to indulge in literature of this kind, and the Chicago, Milwaukee, & St. Paul Railway Company takes foremost rank in its publications.

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Messrs. A. J. Johnson & Co.—Gentlemen: I do not know that I can say more in commendation of your *Cyclopædia* than to state the fact that, when in my study, I always keep it within reach of my hand for constant reference.

Yours respectfully,

WASHINGTON, D. C., Aug. 29, 1887.

JOS. P. BRADLEY,
Justice U. S. Supreme Court.

DAVENPORT, IOWA, December 8, 1887.

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The Most Complete Establishment in the Country.

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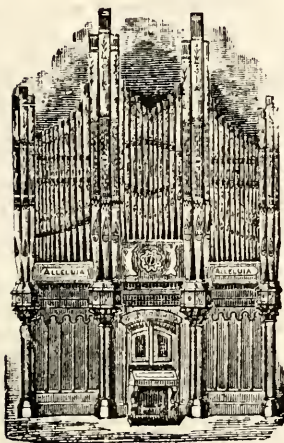
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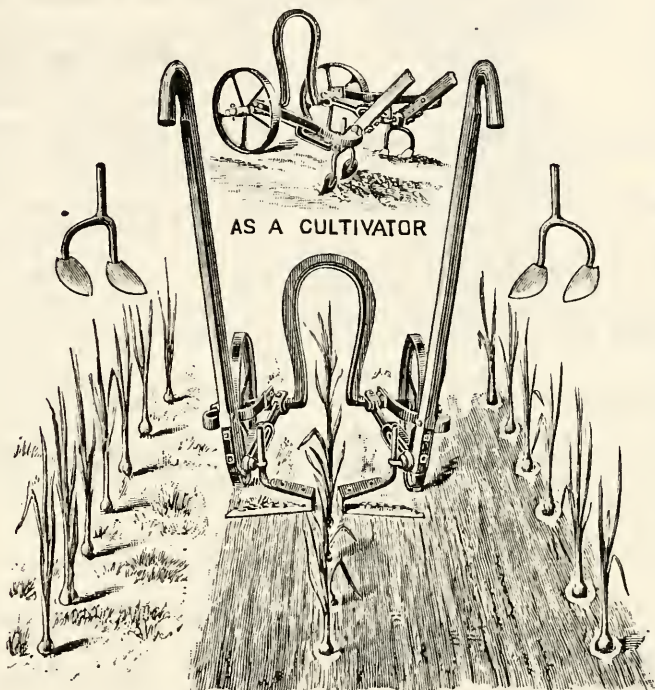
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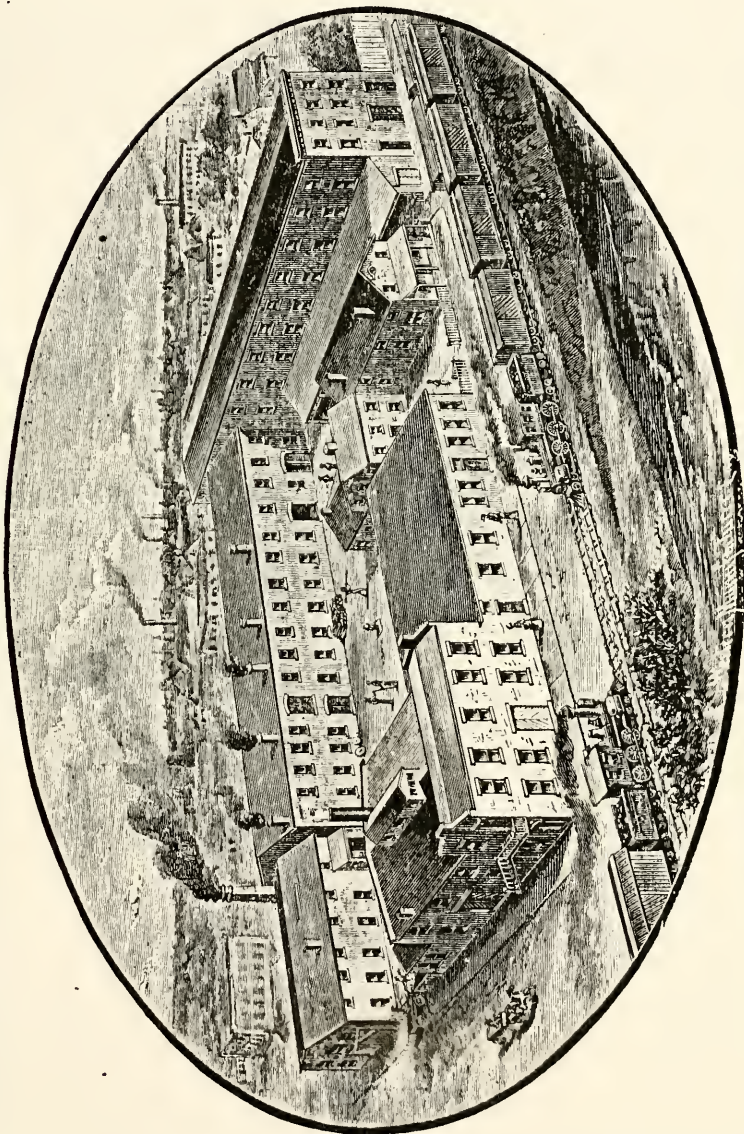
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